

THE INTERNATIONAL

AUGUST 1957

Teamster

DEDICATED TO SERVICE



Teamsters Salute

NORTH

DAKOTA



NORTH DAKOTA was acquired in the Louisiana Purchase, was part of the Dakota Territory from 1861 to 1889 when it became a state. President Benjamin Harrison intentionally shuffled the statehood proclamations of North and South Dakota so no one could ever know which was the 39th or 40th state!

Possibly no other state depends so completely on agriculture as does "The Flickertail State" with more than 91 per cent of its 70,665 square miles (ranking 16th) in cultivation. It leads in hard spring and durum wheat, flaxseed, rye and barley production. Other leading crops are corn, oats, hay as well as beef cattle, dairy products, hogs, poultry, sheep and wool. In 1955 income-per-farm was a whopping 43 per cent above the U. S. average. In 1922 a state-owned flour mill was established to produce "Dakota Maid" flour; one of the few instances of state-owned industries.

North Dakota contains the geographical center of North America about 45 miles south of the Peace Garden straddling the Canada-U. S. boundary line. The state has large oilfields and lignite coal fields; the latter the world's largest concentrated solid fuel reserve. It would take pages to adequately treat all the scenic wonders of the state, the best-known being the beautiful "Badlands." In its romantic history Teddy Roosevelt figured as a ranch-owner and deputy sheriff. The 1950 census of the "Sioux State" was 619,636 (ranking 41st), a reduction from the counts of '30 and '40; a result of increased farm size and mechanization. Though the total decreased, urban population has increased 25 per cent since 1940. This is in line with the fantastic 609 per cent increase, from 1947 to 1954, in new expenditures for manufacturing plants!

With water behind mammoth Garrison and five other major dams; with oil, coal and natural gas and a central position, North Dakota bids fair to add great industrialization to her already abundant agricultural economy. The International Teamster is pleased to salute North Dakota where the true meaning of the Indian word . . . "allies and friends" . . . is a reality in everyday life.



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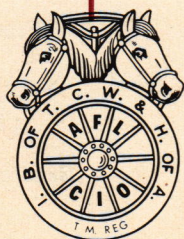
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DAVE BECK, Editor

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CONTENTS

August, 1957

President's Letter	2
Hoffa Vindicated by Jury Verdict	3
New Contracts Bring Wage Increases	5
Teamsters Forge Ahead	6
Report on Western Conference	8
Montgomery Ward's Barr Denies Stock Deal	10
Lawyers' Conference	12
Missouri Teamster Is "Driver of the Year"	16
Cartoon Review	23
The Enemy—Inflation	24
Teamsters Play Vital Role in Hurricane Disaster	26
New Products	28
A Road Map to Guide You	29
Laugh Load	32

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DAVE BECK

PRESIDENT'S LETTER

IT seems to me an appropriate time to discuss some of the really important points of individual rights as they pertain to labor unions in this great country of ours.

The reason I believe it is important is that various groups with axes to grind are presently ascribing a great many nefarious purposes to labor unions.

Reading the papers today, one is given to wonder just what is a labor union, anyway?

Back in the old days, when unions had to fight tooth and nail for every single gain, there was no doubt in anybody's mind. And there shouldn't be today.

A labor union is simply an organization of workers banded together for the common purpose of bettering their economic lot. It is a collective endeavor devised in a democratic fashion which allows every man—regardless of his race, color or creed—an equal right to use the talents with which he was endowed to advance in our social and economic structure.

In a labor union there is no room for bigotry. There is no room for discrimination. There is no room for bias. And when a union allows any of these elements to creep in, it stops being an effective voice of organized working men.

Some of labor's critics would have the populous believe that unions are a form of regimentation merely because at times their members are forced to act collectively to gain what is rightfully theirs. This, of course, is demonstrably false. No one wears a number and is reduced to the status of just another cipher merely because he belongs to the International Brotherhood of Teamsters.

There is no moratorium on ability in our union, as literally thousands of members have proven over the years. Some of them have risen high in the ranks of business, commerce and other professions. They never encountered any union regulation saying "you

may be smart but this is as far as you are allowed to go."

The essence of human rights, it seems to me, is that no two people on the face of the earth were born exactly equal. Every single man, woman and child has different physical characteristics and different mental abilities. When this is recognized and accepted in the light of its true importance then the question of individual rights becomes an imperative matter.

It is, in effect, the age-old question of not being able to fit a round peg into a square hole. Labor unions can't do this any more than any other organization of human beings.

Therefore, unions must provide their members with the necessary latitude to progress according to their own lights and their own capabilities. They must recognize the individuality of man while not losing sight of the need for collective action when common causes arise.

We can all be proud that the IBT has always recognized this principle and followed it. Every one of our 1,400,000 members, no matter from where he comes, what religion he follows or what the color of his skin, is accorded an equal opportunity to progress. This is our strength.

And by the same token, we can only deplore groups within our Republic who continually pit one group against another without regard for individual abilities and make loud noises for political purposes. Whether they realize it or not, this is their weakness. The professional breast-beater for civil rights is just as suspect today as were the Scribes and the Pharisees many hundreds of years before them.

Faternally,

Dave Beck
General President.

State of the Union

Hoffa Not Guilty

The silence in the crowded courtroom was over-bearing. By the time Judge Burnita S. Matthews and the mixed jury had taken their accustomed places even the most disinterested spectator tingled with a sense of expectancy.

The words which were to release the pent-up emotions and bring happy, joyful smiles to IBT Vice President James R. Hoffa were not long in coming. Asked if a verdict had been reached, jury foreman Roland L. Franklin—a government clerk—replied “we have” and added in a firm voice:

“Not Guilty.”

The verdict was the same on each of the three charges of conspiracy, bribery and attempting to obstruct the operation of the Select Senate Committee investigating labor-management activities.

While the verdict only affected one man directly, it had a far reaching impact which shot through the Teamsters Union and the entire ranks of organized labor.

The public as well as union members began to wonder. Heretofore they had taken Kennedy & Company at their face value. Now, in the light of the Hoffa verdict, uncertainty reigned about a lot of things. One of the topmost questions was whether Dave Beck, whose only recorded crime to date was the taking of the Fifth Amendment deserved the adverse publicity that the Committee made sure he received. Even those who had assumed his guilt before the full story was in, marveled at the special treatment he seemed to be getting.

The smell of conspiracy was in the air all right but whom did it involve? Was it leading segments of the AFL-CIO playing “footsie” with the McClellan Committee on the condition that they not be called to answer questions under oath? Was it the union-hating segments of Congress deciding that half-a-loaf is better than none and agreeing to make book with those in organized labor and management who have learned to fear the Teamster

powers? Or was it opportunists within the Teamsters’ union itself?

Perhaps the most important thing the Hoffa verdict did was to teach those who have a habit of pointing the finger of guilt at those who are merely under indictment.

In all events the Hoffa verdict gave all Americans something to think about.

As the young-looking, clear-eyed and confident defendant, standing erect at the side of his chief counsel, relaxed and flashed a broad smile of gratitude, the courtroom echoed with applause, cheers and even shouts. One spectator, unable to restrain himself, blurted out “God bless this judge and jury.”

It was an unusual scene, completely expressive in itself, and it took flustered court attendants a few moments to restore decorum.

Humbly Grateful. Obviously delighted with his complete vindication, the 44-year-old Teamster official thanked the judge and jury of 7 women and 5 men. Turning he wrung the hand of his chief counsel, Edward Bennett Williams, and said with some feeling “Thanks a million, Ed.”

The verdict freeing Hoffa came on the jurors’ first ballot after they had deliberated only three and a half hours. It rejected outright the Government’s contention that the labor leader had bribed John Cye Cheasty, a New York lawyer-investigator, to get a job on the Select Senate Committee and to pass on to him vital documents dealing with investigations that group was conducting or contemplating.

Hoffa, in his own defense, testified this was not the case at all. He hired Cheasty, the Teamster vice president swore, strictly as a lawyer to work with and assist attorney Hyman Fischbach in handling union affairs. Not until he was arrested late at night last March, Hoffa testified, did he know that Cheasty had anything to do with the Select Senate Committee.

Truth Prevails. So the case resolved pretty much into a question as to who was telling the truth. The jurors, after due consideration of evidence presented during the month-long trial, decided Hoffa was.

So they freed him, amply demonstrating the merit of the jury system



HAPPY FAMILY: Mrs. Hoffa, Hoffa, son Jimmy, 16, and daughter Barbara, 19, flash smiles after acquittal verdict.

and the necessity for safeguarding the right of every American to be granted a trial by a jury and be given the opportunity of facing and cross-examining his accusers.

"It (the verdict) proves once again," said the smiling Hoffa, "That if you are honest and tell the truth you have nothing to fear."

The Teamster vice president was still chatting with reporters when his wife, Josephine, and two 'teen-age children, who were not on hand to hear the verdict, reached the courtroom. He embraced a wife and daughter who had difficulty restraining their tears of joy and gave a vigorous arm-clasp to a son who couldn't conceal the pride he had in a vindicated father.

Their troubles and worst fears behind them, the Hoffa family departed the scene of a memorable court battle and headed for the quiet and peace of their Detroit home.

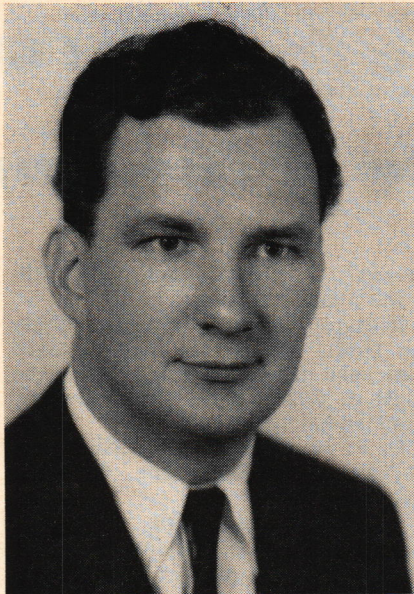
Defendant Fischbach. Just what lies ahead for attorney Fischbach, originally a co-defendant, who was granted a mistrial when his chief counsel, Daniel B. Maher, was hospitalized with a heart condition, isn't too clear.

Asked whether he would bring Fischbach to trial in view of Hoffa's acquittal, U. S. Attorney Oliver Gasch said he would, adding:

"Nothing has happened today that would change my opinion of that case. I think it is a good case."

Hoffa's speedy acquittal made that statement sound rather implausible. There weren't many who were as optimistic as Gasch. In fact, most of those who have followed the case feel that Fischbach, who remains at liberty on bail, never will be brought to trial.

While it was Fischbach who admittedly brought Hoffa and Cheasty together and, as a result, he became a part of the alleged conspiracy now



EDWARD BENNETT WILLIAMS
A Million Thanks.

disproven, it was apparent that the Government and certain members of the Select Senate Committee were after Hoffa. Fischbach's role as a co-defendant was incidental.

Senators Disappointed. So to the Government and members of the Select Senate Committee news of Hoffa's not guilty verdict was, to put it mildly, a big disappointment.

While some members of the investigating committee reserved immediate comment others, in fumbling and inconclusive remarks, showed their true motives. It is now apparent to all that Hoffa ranks high among the Teamsters' governing executives who will be pursued to the bitter end.

Hoffa's days in the witness chair are not over. In the federal courtroom he had a judge to protect his rights, an attorney who could cross-examine his accusers, and a jury to render a just verdict.

When the time comes, as now appears certain, for him to go before the Senate investigating committee, many of these precious rights will be denied to the Teamster Vice President.

Cheasty Shaken. Forced to go to trial somewhat earlier than they had planned, defense attorney Williams and his client nevertheless marshalled their forces in an orderly, convincing manner and presented a solid case.

The government relied mainly on the testimony of Cheasty who began to sputter and misfire on certain points when put under the cross-examining fire of attorneys Williams and Maher.

They managed to shake him on some key points but throughout five days of cross-examination he steadfastly insisted that Hoffa and Fischbach induced him to get a job with the Select Senate Committee, then bribed him to give them its secrets.

Williams, in his summation, characterized this claim as "so fantastically incredible that it scandalizes your intelligence."

When, at the conclusion of the prosecution's case, Williams' move for a directed verdict of acquittal was denied by Judge Matthews, the defense moved rapidly.

Hoffa, himself, was called as the key witness and the story he related was straight-forward and convincing beyond doubt.

Hired As Lawyer. Sure, said the Teamster Vice President, he had hired Cheasty but strictly as a lawyer who would serve as co-counsel with Fischbach in handling matters dealing with the Senate investigation of labor affairs. Hoffa testified he never knew Cheasty had anything to do with the Select Senate Committee until FBI agents arrested him in a Washington hotel on the night of March 13.

It was an out-and-out case of entrapment, both Williams and Hoffa maintained.

Citing what he called 40 contradictions in Cheasty's testimony, Williams told the jurors:

"From this man's lips we learn that he lies. From this man's lips we learn that he falsified. From this man's lips we learn that he deceives."

Assistant U. S. Attorney Edward P. Troxell painted Cheasty as "a good

Pays Own Defense Costs

Teamster Vice President James R. Hoffa said no union funds were used in his defense against government bribery-conspiracy charges.

Hoffa revealed he had mortgaged his home, cottage and automobile in raising money to cover costs of the trial. He said he had declined offers by several local unions to raise a defense fund for him.

Wait . . . Bobby . . . Wait

Robert F. Kennedy, chief counsel to the Select Senate Committee, threatened to jump off the nation's Capitol dome if Teamster Vice President James R. Hoffa was acquitted.

Well, Bobby now has an opportunity to make good on that threat. But it is hoped he won't go through with it . . . at least until Hoffa's chief counsel, Edward Bennett Williams, fulfills a pledge of his own. After Hoffa was freed, Williams promised:

"I'm going to send Bobby Kennedy a parachute for when he jumps off the Capitol dome."

State of the Union

citizen . . . a patriotic citizen" and acknowledged that he deceived both Hoffa and Fischbach. But he did so, Troxell asked the jurors to believe, in order to foil a conspiracy to put a spy within the ranks of the committee.

The jurors did not believe this claim, and they quickly sent Hoffa away a free man.

Crosby Not Guilty



Clyde C. Crosby

It took only one ballot for 12 jurors to agree that Clyde C. Crosby, representative of the Teamsters' International in Oregon, was not guilty of conspiracy to accept a bribe while serving on a Portland city commission.

The jury of seven women and five men, sitting in the State Circuit Court in Portland, deliberated only two hours and 48 minutes. When the verdict freeing him of the charge was announced, the 42-year-old Teamster representative flashed a grin of satisfaction and vindication.

Crosby had been charged with conspiring to obtain property options on the site for an \$8,000,000 sports center in Portland. Even the prosecution conceded, during the closing argument, that its entire case rested on the testimony of the self-admitted racketeer James B. (Big Jim) Elkins.

Truth Prevails. Testifying in his own defense, Crosby flatly denied accepting any bribe or conspiring to obtain property options. The jurors quickly accepted his story and set him free.

Crosby's vindication was doubly significant because of the efforts made during his appearances before the McClellan committee earlier this year to associate him with Elkins and the general unhealthy political situation the convicted racketeer contended existed in Portland.

The discredited Elkins is under a 20-month federal sentence on a wire-tap conviction which he is appealing.

Railway Workers Win

The patience and sacrifices of 2,000 striking Teamsters were richly rewarded when the Railway Express Agency bowed to union demands and signed a contract which brought them big wage boosts and, under its retroactive terms, substantial sums in back pay.

This long fought out struggle between union and management provided the answer for one very important question: Whether the Teamster leaders were striving to do all they could to get for the union members the best possible working conditions and highest wages that conditions permit. (See box below.)

The Railway Express strike was proof positive and provides the answer for those who claim that Teamster leadership was not 100 per cent for best conditions and highest pay it was possible to obtain for its members.

"When strike sanctions were requested in the Railway Express strike, I promptly saw that they were issued," comments Mr. Beck.

"When the company still did not negotiate on a reasonable basis the strike ensued. I would say the strike cost us in benefits alone about \$250,000 but I would not care if the strike

benefits had cost us \$10,000,000 providing our demands were just and right."

As a result of the agreement, which ended a three-month strike in eight key cities across the country, the paralysis of railroad air shipments was lifted and they began to move freely once again. It also marked the first break-through by the Teamsters in the rail pattern in contract negotiations.

Settlement Terms. A total of 29 cents in hourly wage increases and a cost-of-living escalator clause were the principal concessions won by the Teamsters in the contract which will run to October 31, 1959. The bonanza in back pay stems from a provision making an immediate 15 cents an hour retroactive to January 16, 1956.

In addition, the new agreement calls for a 7-cent hourly boost effective next November 1, and the final 7-cent hike on November 1, 1958.

It was a noteworthy victory for the Teamsters, more than 4,000 of whom had walked out on April 22 in Chicago, Cleveland, San Francisco, Philadelphia, Cincinnati, Newark, St. Louis, Maywood, Ill., New York City and Jersey City, N. J. Workers in New York and Jersey City returned to their jobs after the Express agency succeeded in getting a court injunction.

But the walkout was so effective

LOOKING TO THE FUTURE

As I stated at the outset of the Senate investigations, proof of whether our people are adequately representing the rank and file membership in negotiating for better wages, hours, conditions of employment, plus fringe benefits, would be demonstrated in the future as it had in the past.

We would, I said, accept no compromises that interfered in the slightest degree, with our autonomous economic ability to secure just and fair settlement in wage negotiations coincident with other issues involved.

The Railway Express strike has proven this is one step we will continue to follow. We will not, in this International Union nor in affiliated unions, ever lose sight of our primary purposes to always work for greater benefits for our members and their families.

This has cost the International a great deal of money. We have paid out to date about \$250,000 and we would have been willing to pay fifty times that amount to acquire our lawful, legal, economic objective. It is money spent strictly as investment and its accomplishment will aid not only in the present Railway Express situation but set a precedent that many other unions will follow.

This International, I can assure you, will keep its eye on the development of a four-day week and on other economic issue which might affect workers. We will always be out in front or very close by.

DAVE BECK, General President.

State of the Union

in other areas that operations were frozen. The company was compelled to place embargoes on shipments to the strike-bound areas and to furlough 13,000 other workers because of reduced traffic volume elsewhere. The embargoes were lifted on ratification of the contract.

Wards Gives Pay Hike

Another victory of considerable merit was scored by Teamster negotiators who won notable concessions from Montgomery Ward & Company. As of press time local unions, representing some 20,000 Ward workers throughout the country, were voting on acceptance of the one-year wage-working pact.

Pay increases ranging from 7 to 24 cents an hour, a guaranteed weekly income, shorter hours, and compulsory arbitration of grievances were among the principal features in the agreement recommended for ratification to local unions by the Montgomery Ward Council. The union estimates the cost of the contract, which is retroactive to June 1, to Montgomery Ward will exceed \$3,000,000.

The huge mail order company's last offer came in the face of a threatened nationwide strike which had been authorized by a unanimous vote of the International's General Executive Board.

Contract Terms. The 7 to 24-cent hourly pay hikes apply to workers in mail order houses, pools warehouses and to non-selling employees of at-

tached retail stores. Employees who sell on a full-time basis in attached stores receive a \$2 increase per week. Commission employees in attached stores henceforth will be paid commissions weekly instead of monthly, with a two-month "wipe-off" period.

The company adopted a guaranteed weekly income plan under which each male employee is assured 40 hours pay and each female worker 38 hours pay each week. Also Ward has, for the first time, granted employees in mail order houses time-and-a-half pay after 8 hours daily.

Employees not normally scheduled to work on Sundays hereafter will receive double time for all Sabbath work. In a majority of the detached stores covered by the contract there will be a reduction of from one to seven hours in the workweek with *no* reduction in pay.

The company also agreed to grant automatic wage increases after three months and nine months of employment, which constitutes a switch from its past policy of giving pay boosts based on merit only when, and if, it saw fit.

Whenever a holiday falls on a worker's normal day off an additional day of rest will be granted to all full-time employees in retail stores and to full-time catalogue sales employees in mail order houses.

Other Gains. Under the health and welfare plan, which provides hospitalization and life insurance benefits, employees will receive a cash refund of

the balance of all monies remaining in the old insurance plan.

All future grievances relating to promotions, layoffs, transfers, call-backs and discharges will be subject to arbitration. In the event of any changes in employment standards or in the classification of jobs, the union must be notified promptly.

Heading up negotiations were IBT Vice President James R. Hoffa, Don Peters of Chicago, who served as chairman of the union's negotiating council, Harold J. Gibbons, chairman, and Sam Baron, field director, of the National Warehouse Division. Other members of the Committee were: Patricia Minor, Local 767, Fort Worth, Tex.; Charles Lindsay, Local 452, Denver, Colo.; Charles Di-Guardo, Local 570, Baltimore, Md.; Charles Bub, Local 794, Albany, N. Y.; Jack Estabrook, Local 206, Portland, Oreg.; Tom Connors, Local 853, Oakland, Calif.; Joseph Prifrel, Local 149, St. Paul, Minn.; John A. Etheridge, Local 838, Kansas City, Mo.; and John Emmert, Local 243, Detroit.

The Teamsters opened contract renewal negotiations with Montgomery Ward in Chicago on May 13. After some ineffectual discussions and the company's response to the union's demands showed there was no area for a compromise, formal discussions were broken off and the Federal Mediation and Conciliation Service was notified of the stalemate.

When federal mediators called both parties to a meeting on June 4, it was decided that union members would continue at work for Wards pending outcome of efforts by the mediators to achieve a settlement. As a consequence, the wage increase terms of the new contract revert back to June 1 and cash payments representing the pay hikes will go to the workers.

Teamsters Forge Ahead

Progress registered by the IBT since the first of the year has been excellent despite the adverse publicity it has absorbed.

Memberships are holding up and show signs of increasing. The per capita paid by the International to the AFL-CIO in April totaled 1,349,882. The average for the past three months was 1,381,379.

Progress in other areas of union activity also were healthy.

And the facts bore out the conten-



WORKING ON WARD'S CONTRACT

(L. to R.) Harold J. Gibbons, chairman of National Warehouse Division, IBT vice president Hoffa, coordinator of negotiating council, Don Peters, chairman of negotiating council, and Sam Baron, field director of National Warehouse Division.

tion that the IBT is forging ahead and not coming apart at the seams as some union-haters had hoped.

For example:

In Terre Haute, Ind., an independent union of 1,070 members held a referendum and decided to affiliate with the IBT. (see p. 14.)

On the West Coast, officials attending the San Diego meeting of the National Warehouse Council received a report from their field representatives showing that Teamsters in that branch alone had won 64 NLRB elections since Jan. 1, 1957.

When disaster struck Louisiana on the wings of Hurricane Audrey, Teamsters were in the forefront of the rehabilitation battle, lending muscle, trucks and material goods to aid the unfortunates. (see p. 26.)

Union Unshaken. And so it went throughout the length and breadth of the land. The most powerful union in existence was still just that despite the hopes of some that it could be destroyed.

The performance was so striking that it literally dismayed the short-sighted reactionaries in management and other areas who had expected to use Congressional hearings, court procedures and adverse publicity to start a union-destroying chain reaction.

These unrealistic forces actually felt they could wipe out all the gains in wages, hours and working conditions that dedicated Teamsters had won for the workingman during the past quarter century. They had the IBT scheduled for demolition as the first move in a vast stratagem. Other unions could be liquidated one-by-one, they believed, and finally an all-out drive would be mounted against organized labor generally.

However, the wreckers calculated without regard for the internal toughness of the Teamsters. They ran head-on into a reality which heretofore they had regarded only as a word. The reality was "autonomy," the device which affords local unions of IBT the major voice in their own affairs.

Despite the headlines and the charges, union business went on much as it had before. The rank-and-file Teamsters went about their business regardless of happenings in Washington. Charges against a handful of top leaders failed to halt their organizing efforts, contract negotiations and other routine business.

If anything, the prevalent idea that

the IBT was "fair game" stiffened the attitude of the union's administrators and lent strength to their efforts on behalf of nearly 1,400,000 members.

The union's growing pains, no matter how severe, could and would be taken in stride in much the same spirit as the Teamsters demonstrated when both labor and management were called upon to perform miracles to defeat Hitler and Mussolini.

So while the headlines whistled out of Washington, the union's drivers went right on delivering milk, produce and supplies. Work entrusted to other IBT members went ahead on a "business-as-usual" basis. When employers became unreasonable, negotiations and strikes followed.

The storm brought on by the Congressional hearings in Washington wasn't over and wouldn't be until after the union's convention in Miami Beach, starting September 30. But many of the leaders and rank-and-file members felt that the worst was behind them.

Unblemished Records

Safe driving has its own rich rewards as two Teamsters discovered last month. They were singled out for awards by the American Trucking Associations.

Ernest Roedel, a member of Local 534 in Sedalia, Mo., was cited as the national Driver of the Year for heroic work at the scene of an auto accident (see page 16) and an accident-free record while driving his own car and during the 6½ years he has operated a tractor-trailer for Freight Ways, Inc., of Wichita, Kans.

The 29-year-old crew-cut owner-operator lives with his wife, Charlene, and five-year-old son in New Franklin, Mo.

Doubly Honored. In Washington with Mrs. Roedel to receive the ATA trophy and meet some dignitaries, the Missourian received an unexpected honor from the Teamsters themselves. During a visit to IBT headquarters, Roedel and his wife were greeted by administrative vice president Einar O. Mohn who presented each of them with an appropriately engraved wrist watch. Before departing the Roedels were taken on a tour of the building and introduced to other officials and members of the headquarters staff.

While heroics were not included in the citation extended to 66-year-old Chester Blasco, a member of Local 397 of Erie, Pa., his safe-driving mark (see page 18) was most impressive. Retired last May after 46 years with the Irwin Transportation Co., Blasco rung up a remarkable record of driving more than two and a half million miles without a single chargeable accident. Blasco has a wife and two married sons.

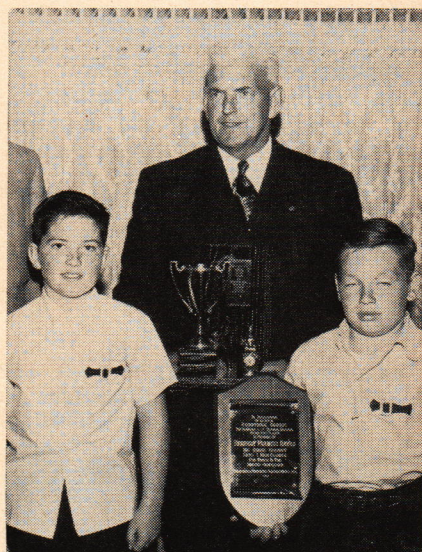
Hero's Sons Gets Award

The two young sons of Herbert Hayes, the California Teamster who gave his life to save the lives of at least 10 other persons, received a plaque commemorating their father's action and \$1,000 in savings bonds during the Driver-of-the-Month banquet of California Trucking Associations.

Orval E. James, CTA vice president, in presenting the awards to Herbert, Jr., and Arthur Hayes, on behalf of *Transport Topics*, told them:

"We want you to know that the brave action of your father will live forever in the hearts of those who drive trucks over the highways of this great state."

"On July 19, 1956," added James, "Herbert Hayes' heavily-loaded truck went out of control on a hill. Hayes remained at the wheel, weaving through heavy traffic at high speeds until it crashed without hitting anyone."



Sons of a heroic father (L. to R.) Herbert Francis Hayes, Jr., and Arthur Hayes with California's Public Service Driver of the Year, Robert B. Ingram.



Scenes from the 1957 WESTERN CONFERENCE

The new executive board, front row from left: Harold Lopez, recording secretary; William Franklin, secretary-treasurer; Frank Brewster, president; Geo. Leonard, Vern Pankey and Lew Cornelius, trustees. In rear: John Salter, Thomas Connelly, Vern Milton, John Filipoff, Ted White, Mike Steel and George Sebastian. Fuller Latter, Gerald Shearin and Charles Gower, vice presidents, were not present for photograph.



Brewster Re-Named

When delegates to the 21st annual session of the Western Conference of Teamsters completed five days of toil and talk in San Diego the complexion of that organization's governing body was altered somewhat.

The Conference emerged with the same head, IBT vice president Frank W. Brewster, who henceforth will serve as president rather than chairman of the group embracing a membership of 378,000 in 11 states, British Columbia, Alaska and Hawaii. He was re-appointed by IBT General President Dave Beck who, in a letter read to the conference by John M. Annand, president of Joint Council 42, said that Brewster is an officer "in whom I have complete confidence."

In a report on twenty years of progress Brewster revealed that wages of Teamsters in the Conference had increased approximately 400 per cent and the work week has been reduced by as much as 8 to 12 hours since 1937.

Important changes were embodied in a unanimously adopted constitution and some of these stemmed from recommendations made by the re-appointed president.

The new constitution provides for the election of an executive board of 15 members—exclusive of the president who remains appointive—and of a five-man pension trustee committee.

Elected to this expanded executive board was one man, from each of the Conference's 10 joint councils, who has the title of vice president, three trustees, one recording secretary, and a secretary-treasurer. Chosen without

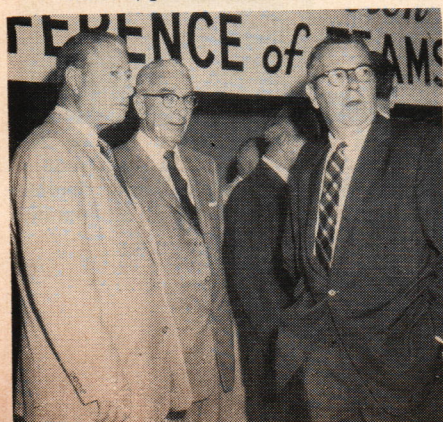
a dissenting vote to fill the latter position was William F. Franklin, a Teamster since 1913, who has risen through the ranks to the chairmanship of the Western Dairy Council in Seattle.

A Policy Committee of 3 delegates from each of the 5 Pacific Coast Councils and 1 from each of the 5 Rocky Mountain Councils are to be chosen by their respective councils.

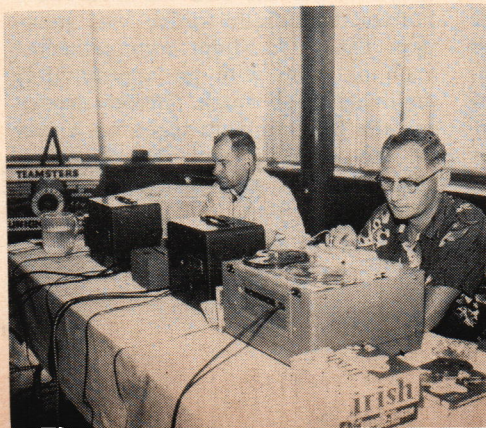
The Policy Committee and the Executive Board will be the governing body of the Conference with the President and Secretary-Treasurer directly responsible to the board.

The five-man board elected to gov-

Vice President Joe Diviny, left, and Einar Mohn, right, chat with John M. Annand, president of Joint Council 42.

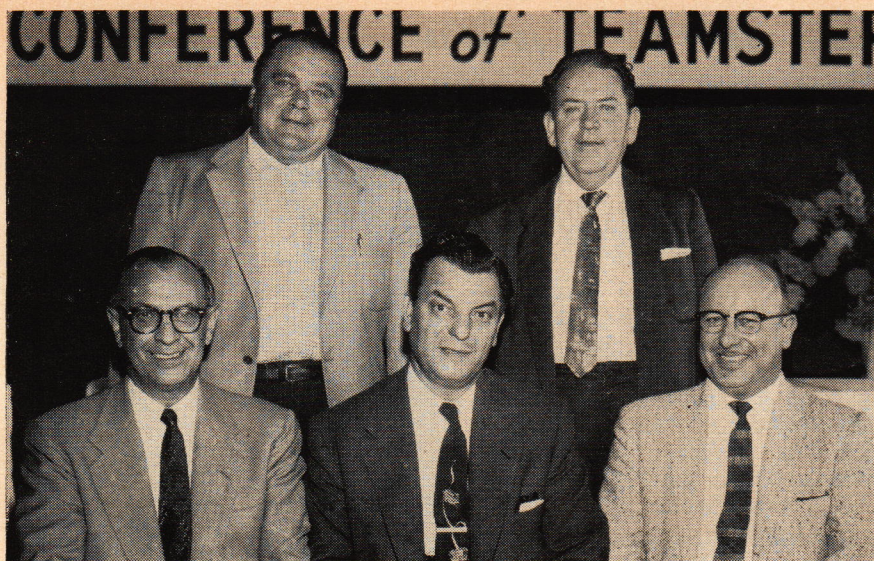


The latest in sound-scribing machines was used to record the deliberations of those who attended the Western Conference meet.



Mike Kirwin, a guest speaker at the conclave, is welcomed to rostrum by Frank Brewster.

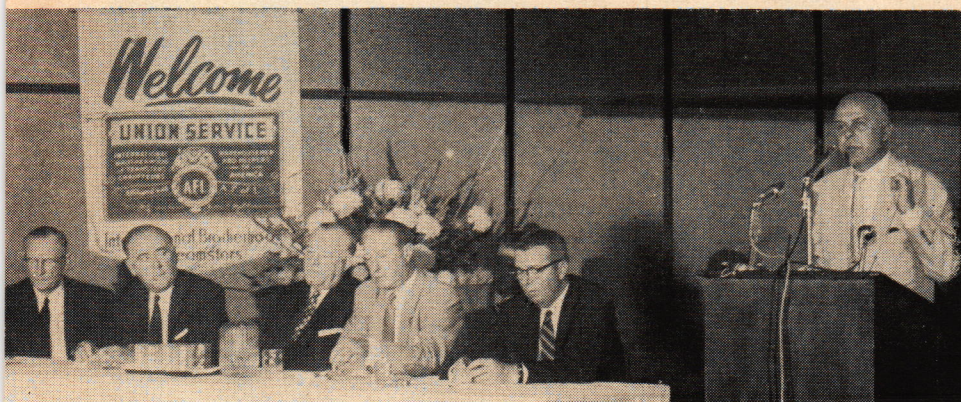




Left: Five West Coast trustees pose. In front, from left: John Marshall, George Cavano and Wendell Kiser. Rear: Jack Estabrook, and Wendell Phillips.



Above: Frank Brewster as he told those attending conference that much progress has been made in organization but much more still remains for them to accomplish.



Tommy Pitts, president of the California Federation of Labor, welcomes delegates as Wm. McFetridge, Building Service Employees president; William Lee, Chicago vice president; John T. O'Brien, Chicago vice president; Joseph Diviny, San Francisco vice president, and Einar Mohn, administrative vice president, are seen at left.

ern the Representatives' pension plan was given broad powers and responsibilities. Semi-annual audits of the fund, comprehensive reports to conferences and delegates, letting insurance contracts to cover pensions and employment of technical and professional assistance were assigned to the pension committee in the new constitution.

Appointment of staff assistants and personnel of the Conference were made subject to the approval of the board. Fixing of salaries and expenses were left to the president and secretary-treasurer but subjected to board approval.

Comprehensive and itemized financial statements of the assets, receipts and disbursement of Western Conference funds must be made within 30 days after each calendar quarter. They must be prepared by a certified public accountant and furnished to each local affiliated with the Conference.

The recording secretary is ordered to keep accurate and complete minutes of each conference, board and policy committee meeting and furnish them to each local union.

The executive board is ordered to implement policy as set by delegates to conferences.

One adopted resolution strictly limits Western Conference strike funds to payment of strike benefits and provides they must be deposited in a bank approved by the Conference board or invested in government bonds.

Another provided for the establish-



Below: It was a "standing-room-only" attendance at the conclave. Here some delegates react with amusement to speech from rostrum.



ment of a policy committee consisting of representatives from joint councils throughout the area to assist in establishing and carrying out Conference policy.

This also called for payments of \$20.00 per week after the first week of a strike if it is sanctioned by the International Union.

Brewster exuded confidence and optimism as he reported on progress of the Western Conference whose membership has risen from 75,000 at its inception in 1937 to the present-day 378,000. Using charts he showed the progress made toward achieving uniformity in wages, in hours, in working conditions and in fringe benefits, including health, welfare and pension plans.

While expressing gratification with these advances, the Conference President took a look into the future and foresaw a need to act on new problems created by technological improvements.

"Recent innovations such as air transport, shipping containers, 'piggy-back' and 'fishy-back' must be realistically faced," he warned. "We will protect our members and our jurisdiction through decisive action and a solid front in these matters.

"We will expand our efforts in the future to organize our jurisdiction as it grows and in continuing to better in every way the benefits to our members and to their families. Continued progress is our most important goal."

General applause greeted these militant words.

During the conference word was received from Washington that Federal Judge John J. Sirica, sitting without a jury, had found Brewster guilty of contempt of the Senate Permanent Subcommittee on Investigations.

The jurist ruled that the subcommittee's inquiry into affairs of the Western Conference was proper, and the records it demanded and the questions it put to Brewster were pertinent. The fact that Brewster later appeared with records and testified before a newly-constituted Senate committee with broader investigative powers did not alter his guilt, the judge held.

The Conference President made it clear this was only the first round of a fight for vindication. "I'm not going to take this decision. I certainly will appeal," was his promise.

Barr Gives "Lie" to Ward Swap

The "big lie" has been laid to rest, refuted in pretty much the same unequivocal terms as were used earlier by IBT officials in denying that a deal had taken place.

"False . . . untrue and unfounded," were some of the descriptive words applied by John A. Barr, board chairman and president of Montgomery Ward & Company, to allegations and inferences that his firm swapped organizing privileges for Teamster union support in the 1955 proxy battle with Louis Wolfson.

Appearing at his own request before the Senate Select Committee on Improper Practices of Labor and Management, the chief executive officer of the mail order company said he wanted to correct "a great wrong." Then, in firm, emphatic tones, he told the committee:

"On May 14, this year, one Alfons Landa testified before the Committee, in substance, that he advised Dave Beck to vote the Montgomery Ward stock owned by the Teamsters Union in support of the management at the annual stockholders' meeting in 1955, and that he suggested to Mr. Beck



Barr Bares Facts. . . .

if the stock were so voted the management would probably permit the Union to unionize Wards' employees. Mr. Landa further testified that he understood from the newspapers the Teamsters Union did vote its stock in favor of the management and that Wards and the Union entered into a labor contract.

"From this testimony, a large segment of the press and at least some members of this Committee inferred that the management of Montgomery Ward had entered into an improper agreement or understanding with the Union under which organizing privileges were granted to the Union in exchange for the Union's support in the proxy contest which was being waged for control of Montgomery Ward. It was inferred that Wards forced its employees into the Teamsters Union without regard to the wishes of the employees, in exchange for proxy support from the Union.

"The publication of these completely false charges and inferences has done great damage to Ward's reputation, and has been injurious to its relations with employees, customers and stockholders.

"Each and every one of these inferences is untrue and I welcome this opportunity to publicly deny and refute them.

"The labor contract entered into between Wards and the Teamsters Union in 1955 covered no employees

Beck's Testimony Supported

A reading of the transcript of President Dave Beck's testimony at Senate hearings will show that he voiced the same emphatic denials of a swap as did Montgomery Ward's President Barr.

Moreover, Mr. Beck cautioned of the irreparable damage being done and said millions of dollars in losses had been incurred as a result of irresponsible statements emanating from the Senate's McClellan committee on the Montgomery Ward-Teamster situation.

This is to be regretted because, as Mr. Beck pointed out in his testimony, there was no collusion of any kind or character between the Teamsters and the mail order company. Furthermore, President Beck did not even meet Mr. Barr until the contract between the Teamsters and Wards was ready for signature.

State of the Union

other than those who theretofore had voluntarily chosen the Union as their bargaining agent in the manner provided by the National Labor Relations Act.

"Similarly, Wards has not entered into any agreement with the Union subsequent to 1955 covering any employees who had not voluntarily chosen the Union as their bargaining agent.

"I personally handled all labor negotiations on behalf of Montgomery Ward & Company with the Teamsters Union in 1955, and prior years, and I have personal knowledge of these facts.

"An iniquitous agreement of the type that has been inferred from the testimony of Alfons Landa could not have been made without my knowledge.

"Had the inferences which were drawn from Mr. Landa's testimony been true, I would be among the first indignantly to condemn such action. The fact is, however, they are completely and absolutely untrue and unfounded."

Drop in Bucket. Sen. Ives (R.-N. Y.) elicited from Barr the information that the Sewell Avery management won over Wolfson in the proxy battle by some 4,100,000 shares to 1,700,000 and that the reported Teamster holdings amounted to only 12,500 shares.

Citing the relatively small bloc reported to have been held by the Teamsters, Ives said:—"It didn't have any effect on the election at all, did it?"

"None whatsoever," replied Barr.

Remarking that the 12,500 shares were "only a drop in the bucket, Sen. Ives left his seat on the hearing bench and walked from the room, not to return for any more of the interrogation of Barr.

Despite Barr's strong disavowal of a swap Sen. John Kennedy (D.-Mass.) tried as best he could to get the witness to admit that the voting of the stock for the Avery forces was of "great help" to the management psychologically.

Barr disputed this and said, with considerable firmness, that any benefit was "merely and wholly incidental . . . not even a scintilla of motivating influence in the signing of a contract with the Union."

Feared Strike. Associate committee

counsel Jerome S. Adlerman asked why the mail order company agreed to a maintenance of membership clause in the 1955 contract, and Barr replied:

"This was the first time any union had organized Montgomery-Ward plants on a national scale. It was the first time we were faced with a strike on a national scale.

"My opinion was that a compromise on this point was necessary to avoid a strike."

Anti-Gang Monument

The Chicago Milk Wagon Drivers Local 753, International Brotherhood of Teamsters, has a new building. It replaces an old structure which in its day was a fortress against hoodlum attacks.

President Peter J. Hoban and Secretary-Treasurer Thomas J. Haggerty of Local 753 term the new building a "monument to the pioneers who built this organization."

One of those pioneers was Steve Sumner, who served as either business agent or secretary-treasurer of the local from 1902 until 1939, when he retired. He died in 1946 at the age of 95.

Boots Hoods. It was Sumner who "told the hoodlums where they could go when they tried to muscle in."

When prohibition was on its way out the old Capone syndicate, seeking new sources of money, attempted to worm its way into the organization.

Five representatives of the syndicate, all heavily armed, entered the old brownstone mansion. Murray Humphreys, a Capone lieutenant, tried to bribe Sumner into retirement with \$100,000. Sumner gave him a flat "no," and ordered him off the premises.

Subsequently, Union President Robert Fietchie was kidnapped and ransomed for \$50,000. Sumner made the payment, and later "put the finger" on Humphreys in court. Humphreys went to jail for evasion of income taxes. During that time, an IBT vice president was slain.

Sumner remained unintimidated, however. The brownstone mansion was made bombproof with armor-plate wall paneling. The windows had bulletproof glass and were covered with steel mesh. Instead of windows in the doors, there were peepholes. A police-manned machine gun covered the entrance from a building across the street.

Needless to say, Humphreys never returned.

Raze Building. The old building finally was torn down to make way for the new building, which was dedicated last month with a four-day open house.



MILK TOAST FOR A NEW BUILDING

(L. to R.) Thomas J. Haggerty, secretary-treasurer of Local 753; IBT Vice Presidents William A. Lee and John T. O'Brien, and Local 753 President Peter J. Hoban join in toast to the Chicago Milk Wagon Drivers' new building.

Lawyers Exchange Ideas

In the Antlers Hotel at Colorado Springs—under the very shadow of Pikes Peak—the Fifth Annual Conference of Teamster Attorneys held its most fruitful session in history last month.

General President Dave Beck opened the meeting with a dramatic presentation which had the 88 assembled lawyers on their feet cheering by the time it was over.

In presenting Beck, Attorney Clarence Beck (no relative), who was presiding, told the lawyers:

"The next speaker needs no introduction. Under Dave Beck, this union has made tremendous ad-

progress made since he took over the presidency had been the largest in the whole history of the union.

Beck also gave a poignant account of the effect the Congressional Committee charges had on his own family.

Support Legal Rights. At the close of the session, the lawyers voted unanimously in support of a resolution which said Beck was within his legal rights in taking the Fifth Amendment when he was questioned by the McClellan Committee.

In actual fact, the three-day conference was more in the nature of a seminar during which the union's vast force of legal representatives exchanged views on such subjects as recent Supreme Court decisions, the so-called "hot cargo" dispute, legal phases of strike picketing and similar union problems.

Many prominent speakers addressed the Conference which was arranged by Gerard Treanor and Fred Tobin, attorneys attached to the International in Washington. The speakers were Nathan Feinsinger, former member of the War Labor Board; J. Albert Woll of Washington; Mozart G. Ratner, Chicago; Charles Hackler, Los Angeles; Ed Wheeler, Washington, D. C.; Edward J. Fillenwarth, Indianapolis; Mathew Tobriner, San Francisco; Norman Zolot, Hamden, Conn.; Stanley Rosenblum, St. Louis and Tom Gentry, Little Rock, Ark. Dave Previant of Detroit and Payne Ratner, former Governor of Kansas, were unable to attend. Both had substitute attorneys correcting some of it.

Mr. Woll, who is General Counsel for the AFL-CIO, addressed the Conference of "The Practical Aspects of the AFL-CIO Codes."

But the real highlights of the session were provided by union officials themselves. The closing speech was delivered by Einar Mohn, Administrative Vice President in Washington. He expertly analyzed the root-causes for the adverse publicity the union has received in recent months and proposed ways and means for correcting some of them.

He made special note of the fact that between 1935 and 1957, the Teamsters had grown into the world's most powerful labor organization with over 800 locals, 55 joint councils and four area conferences.

This vast growth to some 1,400,000

members, brought with it grave problems, he said, adding:

"It was only reasonable to assume we were going to have problems. And I'm going to tell you right now that I have no miracles to propose."

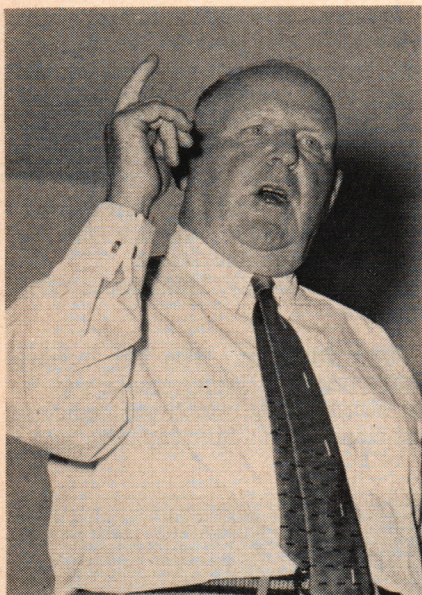
Mohn said the adverse publicity the IBT has suffered in recent months stemmed partly from the fact that the very size of the union, together with technological developments, forced the International to get into the picture of routine union affairs more and more.

Jealousies Aroused. "This, in turn, focused the spotlight on the Washington headquarters," he added. "It aroused the innate jealousies of some other unions and frightened some parts of management and other groups who historically are against unions."

"When you crystallize all this, politics were bound to enter the picture. Stop and think about it for a minute and you'll begin to realize that politics were the only avenue open to our critics. They had to take it and they did and they're going to use it to the fullest extent of their abilities."

Mohn said, however, he could never find an adequate answer to why labor generally permitted the Senate Labor Committee, which historically has handled such questions, to be by-passed. He continued:

"It is true that organized labor, including the IBT, has not always had the courage to face up to some

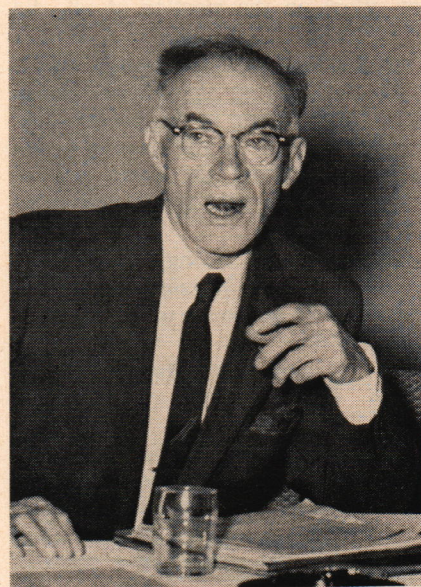


PRESIDENT BECK
Reports on Achievements

vances. In fact, the Teamsters have gained over 100,000 members a year to become the largest union in the world since his regime began. He comes to us as a controversial figure, but let me remind you that the public is not always apprised of both sides in a controversy."

The General President took it from there. Beck's appearance came as a surprise. He had been invited to the Conference earlier, but it had been felt that he would be unable to attend because of prior commitments. His speech, unusual in its candor and dramatic impact, was the first item on the agenda.

Mr. Beck dealt extensively with the finances of the International, its membership and general well-being in recent years. He remarked that the



CLARENCE BECK
Presided Over Conference

of the things that were going on. But that doesn't mean I buy these suggestions that we set up a committee of outsiders to ride herd on union activities after the fashion of the 'Hays Office' which tried to clean up the motion picture industry."

In his estimation it would change absolutely nothing, Mohn asserted.

Restart With Locals. "As a matter of cold fact, we've got to start all over again and get back to that local union and to the rank-and-file," he added. "In administrative jobs such as I have had in Washington during the past five years you lose that contact with the members.

"But, let me tell you, we've got to recognize that the real strength and guts of the Teamsters union is not vested in the general officers, the organizers, the conferences and the councils. It's vested in those local unions.

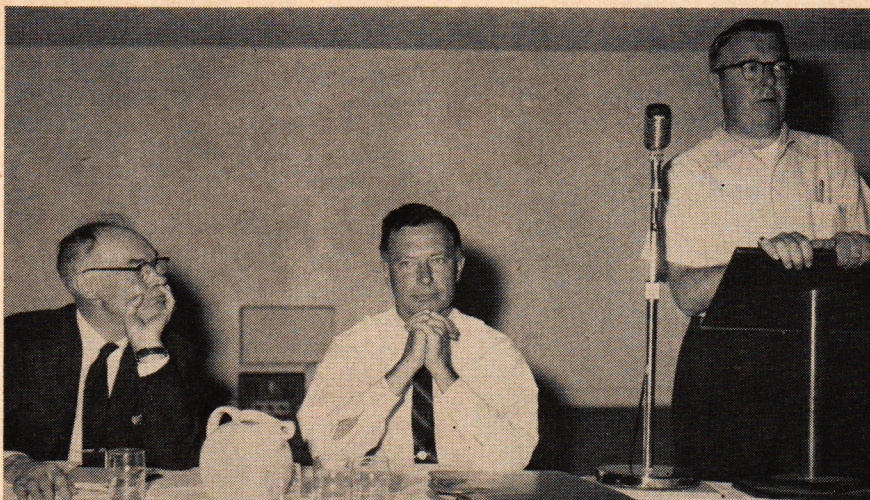
"We've got to give them their rightful place in the sun. To do that, we've got to make a studied effort to get that rank-and-file strength flowing from the local unions to the administrative levels of the International. You lawyers could be a tremendous help in that effort."

For immediate purposes, Mohn suggested that the people who represent the union's 55 joint councils should be called into Washington on a regular basis.

"These would be meetings where they did the talking and we did the listening. We would at least move one step closer to knowing the wants, the hopes and the desires of the rank-and-file. Later the system for reaching into the grass-roots could be improved. Meanwhile, it would behoove us to listen to these joint council men and then translate what they have to say into broader action, probably working through the area conferences."

Mohn also suggested that the lawyers form a committee through which they could funnel their information on subjects of interest to labor and Congress to Capitol Hill. This would be a group whose duty it was to provide objective help for the lawmakers.

Could Be Helpful. "Just remember that most lawmakers are lawyers so you people have a better entre than some of the rest of us. Besides, many members of Congress would welcome some genuine objective help. I know



STRAIGHT FROM THE SHOULDER: IBT Administrative Vice President Mohn says Teamsters don't need outsiders riding herd on them while (l. to r.) Clarence Beck, conference chairman, and lawyer Ed Wheeler listen.

of no reason why we couldn't get together a group and do a real workmanlike job in the name of the Conference of Teamster Attorneys.

"It would help orient thinking on Capitol Hill and give tremendous prestige to this organization. Then when legislation is proposed we could call in a committee of our lawyers and let them go around and give our viewpoint.

"It certainly would not be a false front. It would be the real thing if enough time and effort is put into it."

When Mohn finished, the Conference immediately took formal action to put the suggestion into operation.

Stanley Rosenblum of St. Louis addressed the gathering on tax investiga-

tions in labor unions. He outlined the procedures of such investigations at considerable length and urged the utmost cooperation with the agents of the Internal Revenue Service.

Other Speakers. Ed Wheeler, Washington, D. C., attorney, discussed the "hot cargo" problem involving the Teamsters. He said it had been pointed out that "hot cargo" is basically a recognition of the right of union members to act collectively and is not dissimilar to the actions of many groups taken from time to time against the purchase of products from a given manufacturer.

Feinsinger was one of the speakers who urged the adoption of a "conscience board" outside the union to look over the shoulders of its international officers. Many of the others talked about the union's relationship, legally, to the AFL-CIO and whether the Constitution adopted by the latter group supersedes the merger agreement participating unions accepted voluntarily when they banded together.

Other speakers concerned themselves with Supreme Court decisions and their ultimate effect on picketing.

Mozart G. Ratner, former associate counsel of the NLRB now practicing in Chicago, told the assembled experts that Supreme Court decisions have provided a clearer picture of future events than anything else in recent times.

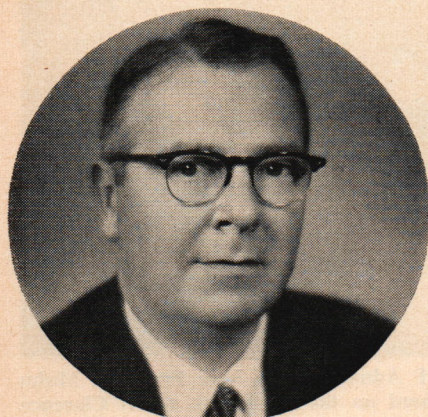
He concerned himself primarily with the tendency of states to move into areas of labor relations already occupied by the Federal Government.



NATHAN FEINSINGER
Proposed "Conscience Board"

Convention News

Two key committees which will have important roles in the IBT convention opening in Miami Beach on Sept. 30 have been completed.



EINAR MOHN

The Constitution committee, of which IBT administrative vice president Einar O. Mohn is chairman, holds its initial meeting in San Francisco on Aug. 1. M. W. Miller of Dallas, who is chairman of the Southern Conference, which is convention host, was named chairman of the arrangements committee.



"DUSTY" MILLER

Serving under Mohn on the Constitution committee are IBT vice presidents James R. Hoffa of Detroit, Frank W. Brewster of Seattle, William Lee of Chicago, and Thomas Hickey of New York; also Thomas E. Flynn, chairman of the Eastern Conference, of Washington; Chairman Miller of the Southern Conference; Paul Jones of Los Angeles, George Cavano of Seattle, Arnold Moss of San Francisco, Robert Holmes of Detroit, Larry Steinberg of Toledo, Norman Kegel of Pittsburgh, Raymond Cohen of Philadelphia, Weldon Mathis of Atlanta, Charles Winters of New

Orleans and J. W. Morgan of Miami.

Miller will be assisted on the Arrangements Committee by J. W. Morgan of Miami, L. M. Hoover of Jackson, Miss.; James E. Hamilton of Oklahoma City, M. Ralph Dixon of Dallas, C. A. Mandoiza of Nashville, and W. W. Teague of Dallas.

Teamsters Win Case

The "hot cargo" clauses in labor-management contracts won new legal backing as the United States Court of Appeals in New York ruled that such provisions were valid and not against public policy.

The court's unanimous decision upsets the finding of the National Labor Relations Board that two Teamster locals were guilty of unfair labor practices because they directed their membership to refuse to handle products covered by "hot cargo" clauses.

The court action stemmed from a plan by the two locals, adopted in 1955, to obtain collective bargaining rights for employees of Crowley's Milk Company, Inc., operator of four plants in New York and New Jersey.

On Coercion. The court's opinion said:

"The statutory language is clear: there is no violation . . . unless the union encourages the employees to coerce the secondary employer. Where the employees are encouraged only to exercise a valid contractual right to which the employer has agreed, there is no coercion.

"Normally the second employer receives something at the bargaining table in exchange for granting the hot cargo clause and he is no more coerced when the employees subsequently exercise their privileges than a land owner is coerced when those to whom he has granted licenses cross his land."

Plain Talk

As Harry Bridges and his pink-tinted International Longshoremen's and Warehousemen's Union cast longing eyes and eager claws toward inland ports stretching along the St. Lawrence Seaway route sharp and plain warnings for him to keep hands off came from IBT officials.

Mincing no words, Einar O. Mohn, IBT administrative vice president, told a meeting of the National Warehouse Division in San Francisco:

"We are not going to allow the International Longshoremen's and Warehousemen's Union to march across

the continent and establish a foothold in the St. Lawrence Seaway."

These sentiments were endorsed by the Warehouse Division's head, Harold Gibbons, St. Louis, who said:

"If Bridges wants war, we'll give it to him."

Gird for battle—In line with these unequivocal pronouncements the IBT warehouse officials took some affirmative steps to block Bridges' efforts to penetrate inland. They requested IBT's research department to undertake a comprehensive study of warehouse labor conditions along the seaway and in Atlantic coastal areas. National Field Director Sam Baron was instructed to alert all locals concerned to watch for and repel any moves by Bridges' forces.

And, most important, it was decided to call a national conference within the near future of all local unions in the warehouse field to implement policies and determine a course of unified action against the ILWU.

IBT Wins Independent

In Terre Haute, Ind., the Teamsters won a resounding victory when an independent union of 1,000 members voted to affiliate with the IBT.

The action came on a referendum which was supervised as completely as any election in labor history.

The new Teamsters are all employees of the Quaker Maid, Inc., plant which manufactures products for sale in the Great Atlantic and Pacific Tea Co. stores throughout the country.

With the help of Teamster officials, the Quaker Maid workers obtained a four-year contract with the company less than 24 hours before the Lieutenant Governor of Indiana signed a decree placing a newly-adopted "right-to-work" law in effect.

Credit for the Quaker Maid achievement goes largely to William Coakley, president of the IBT local in Terre Haute, and his cohorts. They arranged a conference with leaders of the independent and were given a chance to address one of the union's meetings to outline the benefits to be derived from signing up with the Teamsters.

The result was the calling of a referendum. Just to make sure there were no complaints or slip-ups, Coakley arranged to have representatives of the independent union and a representative of the Commissioner of Labor in Indiana sit in on the balloting which went in favor of the IBT.

Meany on 5th Takers

In his first and only appearance so far before the Select Senate Committee investigating labor management practices AFL-CIO President George Meany was asked to explain why some officials who have taken the Fifth Amendment haven't been expelled from affiliated unions while others have.

This situation has given some observers cause to wonder whether double standards were not applied in carrying out the parent organization's ethical practices code which provides for removal of officials who take the Fifth Amendment under most circumstances. In case of Teamster President Beck and some others, the AFL-CIO moved with dispatch but this rapid action has been totally absent in cases involving some individuals connected with Walter P. Reuther's United Auto Workers.

So conspicuous has been the delay in the UAW cases that Sen. Barry Goldwater (R.-Ariz.) was moved to question Meany directly on the point. Goldwater said there were 12 persons, 11 of whom were UAW officials, who had invoked the Fifth Amendment about Communist connections but that action had been taken against only two.

Assumes UAW Acting. "Mr. Reuther sent me a long memorandum which they go through in those cases," said Meany. "Now I assume, Senator, that they are going through that procedure. . . . I am quite sure that the auto workers will follow the principles laid down by the Ethical Practices Code of the AFL-CIO and by their own convention."

When Sen. Goldwater appeared to be not completely happy with the labor President's lack of knowledge on the situation, Meany agreed to "find out what happened to the others."

Neither Sen. Goldwater or other committeemen inquired any further into why the UAW hadn't acted more quickly and decisively. At no time was mention made of the case of Maurice A. Hutcheson, the Carpenters' Union president, who took the Fifth Amendment on June 10 when questioned concerning big profits in an Indiana highway case.

Hutcheson also is a vice president and member of the AFL-CIO Executive Board, like Beck was when the latter exercised his Constitutional Right before the Select Senate Committee.

Contrast In Action. Within minutes after Beck had declined to answer questions about personal finances on grounds of possible self-incrimination,



NEW HAMPSHIRE SCOUTS SIGN IN

John Hartigan and Joe Cotter of Eastern Teamsters Conference watch register signing before boys tour IBT Headquarters.

Teamsters Aid Scouts

Some 150 Boys Scouts are back in their New Hampshire homes regaling their families and companions with tales of adventures they may never have experienced had it not been for the generosity and assistance of members of Teamster Local 633 of Manchester.

After participating in the National Boy Scout jamboree at Valley Forge, Pa., the members of New Hampshire's Daniel Webster Council went on to Washington for a round of sight-seeing and official greetings that left them buzzing and goggle-eyed. At the Capitol building the boys were greeted by members of their state's Congressional delegation and given the full sight-seeing treatment.

They then headed across Capitol park to the International headquarters of the Teamsters where, with Local 633 President Harry Parr and Business Agent Robert O. Flewelling, they were greeted by International Teamster officials and taken on a tour of the imposing marble and glass building. By the time they headed northeast they were a weary but happy group.

The interest of Local 633 started two years ago when the union donated two trucks, complete with camping equipment sufficient to accommodate about 150, to the Daniel Webster Council. This equipment and the transportation facilities made it possible for the Scouts to take part in the national jamboree and the cost of getting it to Valley Forge was defrayed by the union local.

a special meeting of the AFL-CIO Executive Council was summoned. On March 29 he was suspended as a vice president and a member of the AFL-CIO Executive Council, charged with malfeasance and maladministration and after a perfunctory hearing on May 20 was removed from both offices.

Among the executive council members voting Beck out of the AFL-CIO offices was the Carpenters' President Hutcheson.

Asked why no action had been taken in Hutcheson's case even though

Meany had pledged at the time to bring the matter to the attention of the executive council at the earliest opportunity, an AFL-CIO spokesman said the council had not met. No reason or explanation was given as to why a special meeting was not called as was done in the Beck case.

The executive council is scheduled to hold a regular meeting in Chicago on August 12 and, the spokesman said, the Hutcheson situation probably would receive attention at that time. Meanwhile Meany has promised to find out about the UAW officials.

He Didn't Panic:

Missouri Teamster Honored

IT was a lazy September afternoon as Ernest Roedel wheeled his tractor-trailer along Highway 40 in Missouri. The day had been rather uneventful, as were most of the days Roedel spent as a driver for Freight Ways, Inc., on a run between Boonville and St. Louis.

Being an experienced driver Roedel realized it doesn't take much to cause an accident and things often happen quite unexpectedly when even the most competent individuals get behind the wheel of a car or a truck. Moreover, he was quite mindful that highway fatalities were running at the rate of 40,000 and injuries at about 1,400,000 a year.

If this wasn't sufficient reason for him to operate with extreme caution and respect for the rules of safety, his own unblemished record of never having an accident, whether driving his own car or a truck, was an added inducement to be on the alert always.

As the tractor-trailer rolled smoothly along about 10 miles east of Boonville the 29-year-old driver, a member of Teamsters Local 534, spotted an old model pick-up truck approaching in the distance. Not far behind it came a station wagon traveling at a rather fast clip.

NO ALARM

Accustomed to the peculiar habits of some drivers, Roedel felt no immediate alarm because he thought the station wagon's speed would be checked in plenty of time to avert an accident.

He was suddenly jolted when the station wagon, still zooming at great speed, veered out to pass. Then, apparently realizing he had neither the time nor space to pass safely, the wagon's driver swerved sharply back into line. But he pulled the wheel too much, causing the wagon to plunge off the road and down a 75-foot embankment, turning over three times in the process.

Instinctively, Teamster Roedel brought his tractor to a halt. As he jumped from his cab he flagged down a passing motorist and sent him to Boonville for help. Minutes, he realized were precious and the situation called for speedy, yet calm action.

Half falling, half sliding down the



Who is the proudest? Teamster Roedel or the young sisters, Rebecca and Nanette Van Horn, he saved from almost certain death.

embankment, Roedel found that a mother, Mrs. Joan Van Horn, 26, of Portsmouth, Va., and her two young daughters had been hurled from the station wagon. The woman's husband, Lt. (j.g.) John Van Horn, 26, of the U.S. Coast Guard lay lifeless.

The children, Rebecca who was two years and Nanette who was only three months old at the time, had landed in a drainage ditch and were in danger of drowning. He snatched each to safety but found he had to apply first aid to revive the older girl.

All the while the mother rolled about on the ground nearby. Grabbing blankets, Roedel covered the woman and concentrated on keeping all three quiet until an ambulance arrived.

But death was not to be denied and before the mother could be placed in the ambulance, life had passed from her battered body. The children, thanks largely to the truck driver's care and attention, reached the hospital safely and eventually recovered from their injuries.

The heroic work and the calm, cool conduct he manifested during a time when a false move could have been so costly is characteristic of this modest Teamster. While Roedel has tended to belittle his part in the incident others have showered fullsome praise upon him. The latest honors to come his way is a citation as the National Driver of the Year by the American Trucking Associations.

In notifying Roedel of his selection

by a committee of judges, which included Cong. Kenneth A. Roberts of Alabama, Under-Secretary of Commerce Louis S. Rothschild, W. Y. Blanning, director of the Bureau of Motor Carriers of the Interstate Commerce Commission; and Arthur C. Butler, director of the National Highway Users Conference; R. C. Williams, president of the American Trucking Associations, wrote:

"We feel that this is a well deserved honor and reflects the high calibre of the men who drive our nation's trucks. . . . My heartfelt congratulations."

SAFETY RECORD

Even before the September afternoon that enabled Roedel to render such a humanitarian service he had established a 500,000-mile no-accident record which, combined with his heroic deed, made his the most notable achievement by one of the nation's more than six million truck drivers during 1956. Previously Roedel, who has never had an accident either as a truck or private car operator, had been cited as the 1956 Missouri Driver of the Year.

In establishing an enviable no-accident record Roedel is emulating his father, Herman. The elder Roedel, a member of Teamsters Local 600, also is an owner-operator employed by Freight Ways. He is mighty proud

not only of his son but also of his own accident-free record both as the operator of a truck and his own private automobile.

In recognition of his deeds the younger Roedel and his pretty wife were brought East by ATA. In Washington they were received by such dignitaries as Vice President Nixon, Speaker Rayburn, Senator Symington and Congressman Moulder of Missouri. The 6-foot-3 Missourian was honored at a luncheon at which the handsome trophy which goes to the Driver of the Year was presented to him by John Lawrence, managing director of ATA.

HONORED BY TEAMSTERS

A highlight of the trip was a visit to the Teamsters' international headquarters where Mr. and Mrs. Roedel were greeted by Einar O. Mohn, administrative vice president. As a token of Teamster esteem, handsome wrist watches, suitably engraved to commemorate the occasion, were presented to both Mr. and Mrs. Roedel.

"Speaking in behalf of your million and a half brother Teamsters," said Mohn, "I can only say that we are mighty proud of your achievement. Your calmness in an emergency and record for safe driving should encour-

(Continued on page 18)

A Proud Wife

Charlene Roedel is the kind of wife whose whole life revolves around her home and family. Her soft, expressive eyes light up with pride when she speaks of her Driver-of-the-Year Teamster husband and the life they share.

"I was very pleased when Ernest joined the Teamsters," she said.

"A sense of security is the most important thing one can possibly have. His union membership has many rewards for us as a family."

A tall, attractive girl, Charlene feels she is typical of Teamster wives in general. She worries when her husband is on the road in bad weather.

"When a tornado is brewing or the highways are snowy, I almost wish he had some other kind of job," she declared. "But when I realize he is doing what he wants to do, that is all that matters."

"Should anything ever happen to him, God forbid, at least I have the comfort of knowing we would be provided for through the Teamster Health and Welfare program. That is a benefit we could not count on if he wasn't a member of the union."

Charlene thinks life holds the richest fulfillment for the wife who shares all her husband's interests. She spoke with enthusiasm about their fishing and boating trips.

"He likes to have me take part in everything he does," she said. "About the only thing he won't let me do is drive his truck."

With all the serenity of one secure as a wife and mother, Charlene admits she wouldn't want to change places with anyone. She worked as a cashier before her marriage, but is glad those days of monotony are behind her.

"Ernest makes enough money for us to live comfortably. The only job I have to be concerned with is making a pleasant, attractive and happy home for him—and our little boy, Johnny. This means so much when you feel, as I do, that being a good wife and a good mother is the highest purpose a woman can have."



PLENTY OF TIME

IBT Administrative Vice President Einar Mohn presents handsomely inscribed watches to "Driver of the Year" Roedel and his wife.

(Continued from page 17)

age every one to be more alert and courteous on the highway."

The Roedels marvelled at the beauty of the IBT headquarters. "Seeing it," they said, "makes our trip to Washington complete."

In the nation's capital, and later in New York City, the raw-boned, crew-cut Teamster appeared on numerous radio and television programs. In his modest, yet convincing manner he stressed the need for more courtesy and greater alertness on the part of drivers. His basic guide to safe-driving is:

"Use a little common sense and show a little more courtesy to the other fellow."

Despite the honors and words of praise that have showered upon him,

Roedel is most gratified perhaps by the friendly hand and promising future life that fate has extended to the two orphans of the Highway 40 tragedy. The little girls have been adopted by their mother's brother-in-law and sister, Mr. and Mrs. Allen Troutman, and now live in Ottawa, Kans., which is on the route over which Roedel drives his tractor-trailer.

Whenever time permits Roedel makes the most of the opportunity to drop by the Troutman home and spend some lively minutes with the youngsters. While they still are too young to understand this filial affection, the day isn't too far away when both Rebecca and Nanette will comprehend fully the part Ernest Roedel, a truck driver who refused to panic in an emergency, played in their lives.

When it Comes to Safe Driving Teamster Blasco Is Unrivaled

As Chester Blasco, a member of Local 397, tinkers about the garden and workshop at his Erie, Pa., home he enjoys some fond memories of outstanding achievements during 46 years as a Teamster.

His latest award was a citation by the American Trucking Associations for having driven more than two and a half million miles without a charge-

able or non-chargeable accident either as a professional truck driver or during his personal traveling. The 66-year-old Blasco, who spent his entire career with the Irwin Transportation Co. of Erie, retired last May.

Still extremely alert and active, Blasco gets a great deal of comfort and satisfaction working in his flower and vegetable gardens or during odd

jobs and making repairs in the workshop he has set up in his garage. His joy, as well as that of Mrs. Blasco, was unrestrained when he recently received a letter from R. C. Williams, president of the American Trucking Associations, telling of the citation.

"Your accomplishment of such a long accident-free driving record," Williams stated, "is a fitting climax to your career as a professional truck driver and it gives me a tremendous amount of pride to realize that men such as yourself and your fellow drivers command public respect on the streets and highways of our nation. Let me congratulate you on being cited for special mention in the National Driver of the Year competition."

Blasco was the 1956 Pennsylvania Driver of the Year. His days as a Teamster go back to his arrival in the United States from Poland in 1911. His first job was driving a team of horses for the Irwin company. When that firm bought its first truck, Blasco had the honor of being the driver.

While in the Army during World War I Blasco served as a chauffeur and drove such top-ranking officers as the late Jonathan Wainwright, and also such celebrities as Mary Pickford and Doug Fairbanks, Sr., in their Liberty Bond campaigns.

Heroism Awards

Truck drivers who perform outstanding acts of heroism will be rewarded under a plan recently adopted by the Bostrom Manufacturing Co., a leading supplier of truck and tractor seating equipment.

A "Hero of the Highway" trophy and rubber torsional spring suspension seat will be presented to those selected for citation by a special advisory committee comprising representatives of the trucking industry. Suitable plaques will go to the president of the driver's company, his local union and to the person who nominates and provides material on the heroic deed performed.

Safe Drivers

Thirty-five South Bend, Ind., truck drivers, all employees of Shippers Dispatch, Inc., were feted recently by city officials for their safety records.

The group set an accident-free record of more than four million miles of driving within the city. A participant in the award ceremonies was Norman C. Murrin, President of Teamsters Local 364.



Vegetables and flowers get a lot of attention from retired Teamster Chester Blasco

Benefits for Strikers

Concluding a year-long study, representatives of labor, management and social welfare agencies have decided human needs demand that unemployment compensation and public assistance be extended to workers involved in labor disputes.

In a special report prepared under the chairmanship of Laurence M. Williams, Louisiana industrialist, the group recommended that this economic underpinning be made available to workers solely on the basis of need, without regard to cause of the need. The study was under the auspices of the National Social Welfare Assembly, Inc., at the specific request of the United Community Funds and Councils of America.

The committee defined unemployment in sweeping terms to embrace "being out of work due to loss of job, including lay-off; a strike, or only part-time work available." It held that "it is neither the prerogative nor the function of public or voluntary social agencies to judge the merits of a labor dispute."

The report implied strongly that denial of unemployment compensation or public assistance benefits would constitute not only judgment of the dispute but would also be the employment of economic pressures to force workers to end a walkout. It called on communities to supplement financial assistance for the unemployed with surplus foods, vocational counseling, job training, job replacement, job opportunities through public works programs, medical attention, case work services, recreation services and legal services.

Benefits Low. The report noted that in the federal-state system established under the Social Security Act, individual states were left free to develop their own programs with the result that "no two state laws are alike." The study group concluded that present unemployment compensation payments are inadequate.

"Generally speaking," it said, "unemployment compensation meets only about one-third of the normal average income of the employed person though it was anticipated that it would cover two-thirds compensation when the law was first passed."

This failure to keep pace with wage increases and the skyrocketing cost-of-living was blamed on the fact

that state legislatures set arbitrary dollar limits, instead of percentage limits, when the laws were first written. Corrective amendments, said the report, have been slow in coming.

In addition to the leadership responsibility to seek legislative and administrative liberalization of compensation and assistance benefits, voluntary agencies were charged by the committee with responsibility for adequate counselling services in order to lessen people's tensions resulting from unemployment. These agencies should also make available to the unemployed such health and medical services as hospitalization, out-patient care, home care and dental care, the report added.

Labor representatives on the committee included Andrew W. L. Brown, assistant Community Services director of the Auto Workers; Arthur L. Harckham, secretary-treasurer of the Building Service Employees; Robert A. Rosekrons, assistant director, AFL-CIO Community Service Activities, and Julius F. Rothman, AFL-CIO-

'Work Break'

—In Washington, D. C., Republican bureaucrats, now in power so long they have forgotten the gibes they threw at their Democratic predecessors, circulated the following "Memorandum From The Boss" among Republican officeholders:

"We are asking that somewhere between starting and quitting time and without infringing too much on the time usually devoted to lunch, coffee breaks, rest periods, story-telling, ticket-selling, vacation-planning and the rehashing of yesterday's TV programs, that each employee endeavor to find some time that can be set aside and known as the 'work break.' To some this may seem a radical innovation, but we honestly believe the idea has great possibilities. It can conceivably be an aid to steady employment and it might also be a means of assuring regular pay checks. While the adoption of the 'work break' is not compulsory, it is hoped that each employee will find enough time to give the plan a fair trial."

CSA national staff liaison with the United Community Funds and Councils of America.

Women's Pay Lags

Although more and more women are entering the American labor market, they are still trailing men seriously in the race for higher incomes.

Latest Department of Labor figures show that since World War II the average income of men has just about doubled while the average income of women has risen only 27 per cent, far less than the increase in the cost of living.

Here are some of the striking facts with regard to the income of men and women:

- Men's incomes reached a new record level in 1956, but the income of women remained about unchanged.
- The average income of men during the year was \$3,600, while that of women—due in part to many women part-time workers—was only \$1,100.
- The number of men whose income is \$5,000 a year or more has risen from 5 per cent in 1945 to 28 per cent in 1956. Only three-tenths of one per cent of women had incomes of more than \$5,000 in 1945. They have done better since then, but even at that only 2.6 per cent had such incomes in 1956.
- In 1945 the average income for men was \$1,811. In 1956 it was \$3,608, a gain of \$1,797. In 1945 the average income for women was \$901 and in 1956 it was \$1,146 for a gain of only \$245.
- One of the striking facts about the discrepancy between male and female incomes is the fact that only 15 per cent of women have incomes of \$3,000 or more while 59 per cent of men have incomes in the brackets above \$3,000.

Studying Taft-Hartley

Labor Secretary Mitchell has disclosed that the Eisenhower administration is making a thorough study of the controversial Taft-Hartley act with the aim of overhauling the 10-year-old statute next year.

The Administration hopes, said the Labor Secretary, to have a "well thought-through program" ready for approval by Congress by the end of next year. While he did not say what features of the law the administration believes require overhauling

General News

or how extensive the changes might be, Mitchell made it clear the act would not be junked completely.

"We believe," he stated, "that there is need for a complete review of all legislation having to do with labor and management relations. We believe that basically the Taft-Hartley act is a sound piece of legislation, but like all legislation dealing with human relations it needs revision after 10 years of experience."

Inflating the Wealthy

"The need today is not to worry so much about stabilizing our dollar but to concern ourselves with stabilizing the family," economist Leon Keyserling told a National Workshop Conference of the Amalgamated Meat Cutters and Butcher Workmen.

Indicating that the nation's fight against inflation should be placed in its proper focus, he said that the "American family is not consuming enough to keep pace with our expanding production." He added that the nation is experiencing an inflation caused by monopolistic price-fixing fostered by a government policy which inflates the wealthy at the same time that it deflates the poor—and he included the small business man and the farmer as well as the worker in the latter category.

Keyserling and James L. McDevitt, national director of the AFL-CIO Committee on Political Education, spoke at a general session opening a week-long conference in Chicago, which featured workshops of trade divisions within the Amalgamated jurisdiction.

Keyserling said that with consumption lagging behind production, the rate of increase of the standard of living has slowed to two percent a year instead of the four percent the nation should experience if a reasonably sound economy is to be maintained. Citing statistics to stress the urgency for action aimed at achieving greater purchasing power, he said that in America today there are eight million families with a yearly income of less than \$2,000, four million families with an annual income below \$1,000. Thus, he said, while organized labor has spearheaded a true anti-inflation program through collective bargaining and in legislative activities, there remains much to be done.

He called for a broad program de-

signed to strengthen organized labor; increase purchasing power; gear public policy to a realistic approach to inflation, assure full employment; produce a constructive farm program, and provide additional safeguards against age and health hazards through needed social security reforms.

A program embracing this and other measures beneficial to all of the people would be conducive to stemming the tide against inflation and ultimately produce an over-all rather than a surface, top-layer prosperity, he contended.

Unionists on Study Group

Two American union leaders have been appointed to a committee to study problems created by the increasing

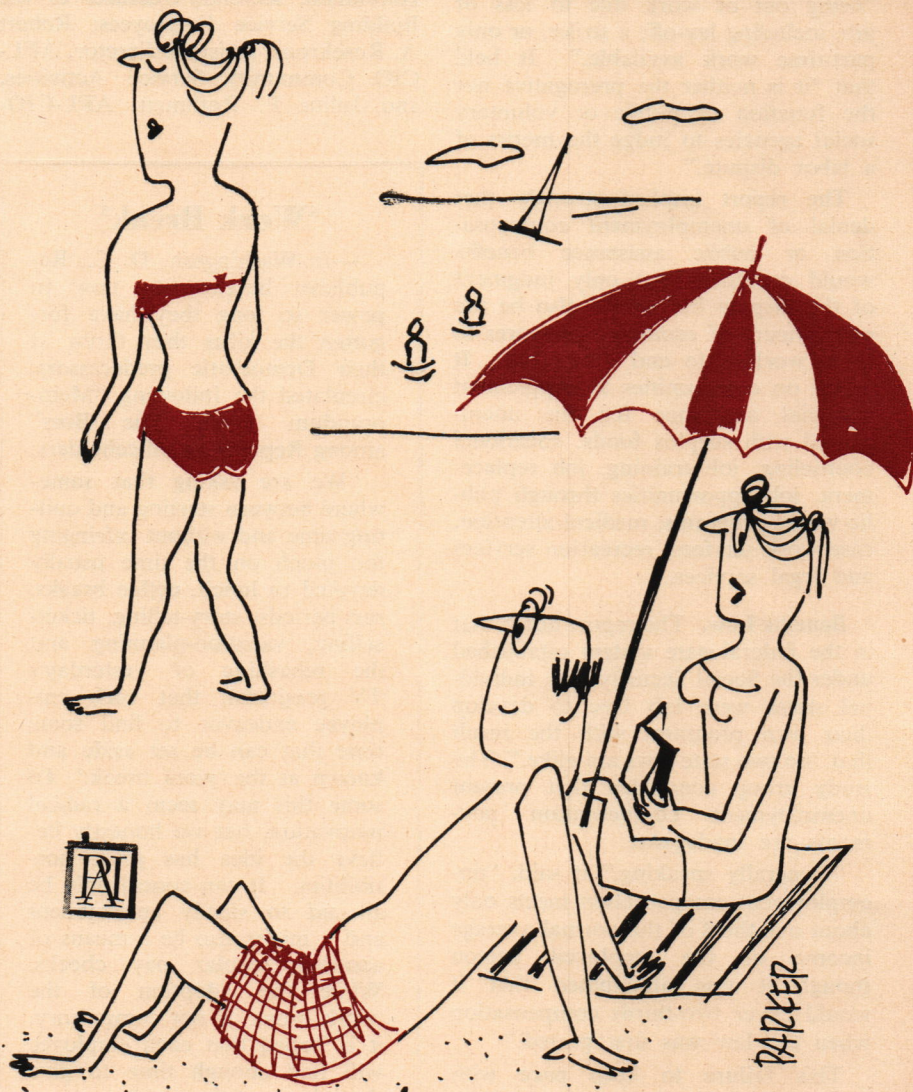
inter-dependence between the United States and Canada.

They are President L. S. Buckmaster of the United Rubber Workers and Secretary Joseph D. Keenan of the International Brotherhood of Electrical Workers. The Committee comprises 40 top figures representing agriculture, business, labor and the professions in the two countries.

Who Wants to Retire?

A retirement age of 65 may be a dream of most trade unionists but not 96-year-old William P. Fogg of Methuen, Mass. However, he does admit that he hung up his snow shovel six years ago at 90.

"While a fellow feels well, eats well and sleeps well," he says, "there should be no particular stop-work birthday."



"I suppose you're trying to see the union label."

Ruling Benefits Workers

Under a recent precedent-making decision of a Quebec arbitration board, an employer would be responsible for paying an employee's union dues if "for personal or other reasons" a worker refuses to pay his own dues.

The decision is a modification of a previous decision that employers must "check-off" union dues from non-union members if a union shop contract has been negotiated. This decision had been declared illegal by Quebec courts and efforts now are being made to find some formula by which union security clauses can be made valid.

The new arbitration board ruling, which is causing much debate in Canadian labor circles, provides that a worker may refuse to pay dues to the union, but that if an employer hires a worker, knowing his anti-union attitude, the employer is responsible for the dues and must pay them.

According to the Canadian Cooperative Press Association, the judgment was handed down by an arbitration board headed by Jacques Fournier, which heard a dispute involving 500 employees of the Jewish General and St. Luke Hospitals here. The employees were represented by Local 298 of the Building Service Employees International Union (CLC). Union member Phil Cutler concurred in the majority report, but Gilles Filion, employer member, disagreed.

Top Labor State

If there was any one place in the United States where labor's 1956 political action paid off, it was in Oregon, according to an analysis by the 1957 State legislature.

Speaking before officers and members of Portland area unions, George Brown, legislative director of the AFL-CIO State Labor Council, pointed to "impressive gains made by the wage earner and his family, the consumer, the school student and teacher, the taxpayer and the average citizen."

Best Session. Brown called the 1957 session of the Oregon legislature "the best in history."

"Let me emphasize," he said, "that the impressive gains made in the 1957 session were not just selfish gains for organized labor. The benefits of this legislative program will be shared alike

by all wage earners, union and non-union and their families.

"To a great extent, the election of this liberal and far-seeing 1957 legislature was the result of an outstanding job done by Oregon labor at the polls in 1956. When we are successful in electing candidates who are devoted to the interests of all the people, the interests of organized labor automatically will be served."

Here is a summary of the session's accomplishments:

- Maximum weekly unemployment benefits were raised from \$35 to \$40.
- Benefits were increased 20 per cent for workmen injured on the job and for the widows and children of men killed in industrial accidents. Compensation rates were increased for both permanent and temporary injuries.
- Tax changes included establishment of a more equitable graduated income tax with an increase of \$100 in allowances for dependents. The result is a reduction in taxes on families earning \$7,000 or less with an increase for those with incomes over that amount. Corporation taxes were increased.
- Basic state support for school districts were increased, teacher tenure laws were improved, State college teacher salaries were boosted 25 per cent.
- Salaries for state employees were increased and regulations adopted to prevent unjust firings.
- Culminating 20 years of effort by labor and consumer groups, the

legislature enacted a state compulsory meat inspection law.

- A state conciliation service was created to aid in the settlement of labor-management disputes.

- The Legislature adopted a new law making it illegal for employers to require any "kickbacks" of wages from their employees.

In addition to these achievements, the Legislature resisted all efforts to pass anti-labor legislation.

Summer Jobs Set Record

Summer jobs have boosted employment in the United States to new record highs but the normal job market, particularly in manufacturing, is still sluggish and in some cases below normal.

Total civilian employment reached a record June level of 66.5 million, most of the gain being in farm jobs. Non-farm jobs reached 52.7 million, an increase of 307,000 over the figures for May and roughly 600,000 over a year ago.

Jobless Increase. At the same time unemployment shot up to 3.3 million, the first time since January and February that the jobless went over the 3,000,000 mark.

Most major changes in the employment picture resulted from a heavy influx of students into the labor market. About 1.3 million sought jobs. About 700,000 of them got jobs either in industry or on farms while about 600,000 were added to the unemployed. As has been true during the past few years, most of the job increase came in the service industries with the factory picture improving slightly but less than for this time of year.

While job totals in trade, finance, services and State and local governments reached new highs for the month, gains in manufacturing were disappointingly small. Factory jobs rose by 78,000 to 16.8 million, less than usual for this time of year, as a result of job cutbacks in a number of durable goods industries.

Members' Hall

Members of Local 272 of Salina, Kans., are really going to feel ownership of the Labor Temple being erected by the Laborers Hall Association.

Members are purchasing the building blocks at \$1 each. Names of the purchasers will be listed on a plaque in the building.

Trucking Studies

Union truck drivers were fascinated by two research reports affecting their craft. The first, made by a Monroe (Mich.) truck equipment company, ascertained that on an average 300-mile trip a truck driver bounces up and down a vertical distance of 8750 feet, or more than a mile-and-a-half.

The second report was more annoying than interesting. The Automobile Legal Association of Boston announced that a girl in a tight sweater and shorts was as much of a safety hazard to the truck driver as a blowout, speeding or drunk-driving.

ILO Ends Session

The 40th annual Conference of the International Labor Organization finished its work here at the Palace of Nations in Geneva after adopting eight resolutions on subjects which were not on its original agenda. They would:

- Call on ILO member states to abolish laws restricting free exercise of trade union rights.

- Ask the Governing Body to convene a tripartite committee to deal with specific problems of women workers.

- Request all mining countries to insist on the strict observance of safety regulations with special reference to standards drawn up by the ILO.

- Urged the Governing Body to expand the ILO's work in the field of workers' education.

- Ask the Governing Body to arrange for a more intensive study jointly with the United Nations of national short-term and long-term housing programs and to consider placing the subject on a Conference agenda.

- Call for an analysis of the influence of existing ILO constitutional provisions on the application of conventions in non-metropolitan territories.

- Request the Governing Body to arrange for a general discussion of hours of work at the next ordinary session of the conference.

The Conference expressed hope that the work of the United Nations Disarmament Commission and its subcommittee might move steadily forward to relieve fears of the peoples of the world, to lift the existing burden of armaments in the interests of economic development, and to permit the use of atomic energy for peaceful purposes exclusively.

Blast Steel Price Boost

Senator Humphrey (D.-Minn.) denounced the raising of steel prices \$6 a ton as a further threat to inflation.

"The American public is being fed a lot of plain unadulterated nonsense by the steel industry when it says that higher wages forced up their prices," said Humphrey. He added that since 1945 the steel industry's revenue has increased by more than \$3 for every \$1 in added labor costs.

U. S. Steel is enjoying record pro-

fits this year, he said, and steel's Big Three have in the past ten years increased their sales by 105 percent while their profits after taxes jumped upward 186 percent.

Senator Humphrey also pointed out that the increases followed closely upon President Eisenhower's plea for voluntary action by industry and labor to check inflationary pressures.

"In flouting the President's plea for self-restraint," the Senator declared, "the leadership of the steel industry has demonstrated an economic arrogance that is indeed shocking to the American public."

Merger Teams Formed

Agreement on machinery to resolve jurisdictional disputes between building trades and industrial unions has been announced by the AFL-CIO.

Three teams of two members each—one from the Industrial Union Department and one from the Building and Construction Trades Department—will devote their full time to adjusting disputes between the craft and industrial organizations.

The machinery was worked out at a meeting of the special committee of the AFL-CIO executive council, which said:

"There are two areas in which the jurisdictional lines between building trades craft unions and the industrial unions are clear. New building construction, on the one hand, should be the work of the workers represented by the building trades craft unions; production and running maintenance work, on the other hand, should be the work of the workers represented by industrial unions.

"Between the two clear areas set forth above, there is a doubtful area involving such work as alterations, major repairs and relocation of existing facilities, changeovers, and other types of maintenance work. In these doubtful areas, decision should be made on the basis of past practices on a plant, area or industry basis."

The three jurisdictional teams will follow the above policy, an AFL-CIO official said.

"However," he added, "no agreement has been reached, as yet, on a firm method of arbitration to settle disputes between the two groups. It was agreed by the committee that an effort should be made to set up some permanent machinery to resolve as many of the disputes as possible along the lines of the agreement."

Strikers on New Daily

Striking unionists of the *Lima (Ohio) News* are back at their various skills—but not working for the strike-bound, anti-union Hoiles publication.

Starting July 1 they went to work for Lima's new daily, the *Lima Citizen*. Meanwhile, picketing is continuing at the *News*.

All members of Local 166 of the American Newspaper Guild, for example, are at work on the *Citizen*. A Guild shop, a key item in contention at the *News*, has been guaranteed.

Guild members struck the *News* in May. Stereotypers and pressmen, who charged a lockout at the *News*, are also working full time at the *Citizen*.

The first edition of Lima's new daily came off the press on July 1 into the news-hungry hands of 20,000 subscribers, 1,100 of whom are stockholders.

Work Law Invalid

The so-called "right-to-work" ordinance in San Benito County, Calif., has been ruled unconstitutional by Superior Court Judge Stanley Lawson.

Judge Lawson's decision was handed down only 48 hours after the ordinance had gone into effect. He gave proponents of the measure 15 days in which to file an appeal.

Automation Pact

What is believed to be the first contract protecting office workers against loss of jobs through automation has been won by Local 1667, Insurance Workers of America. The local represents 157 clerical employees at the home office of the Maccabees insurance firm located in Detroit.

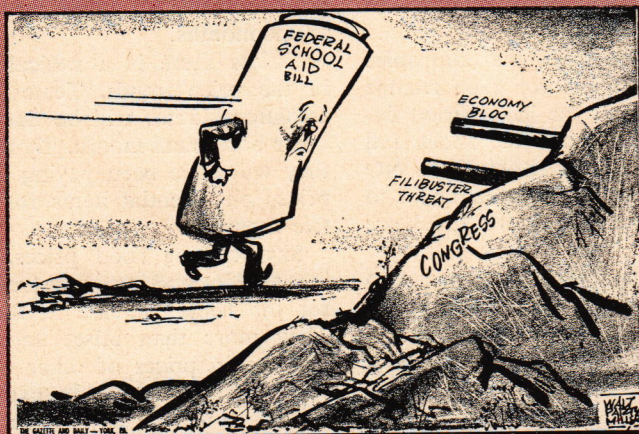
In a new two-year contract the employer agrees "there will be no layoffs or loss of pay resulting to the present employees as the result of changes in methods of operation (automation)."

Taking It Easy

Twenty-one members of Teamsters' Local 456 retired under the Westchester (N. Y.) Teamsters Pension Fund on July 1. They were the first of more than 2,000 members to become eligible for benefits under the local's program established in 1952.

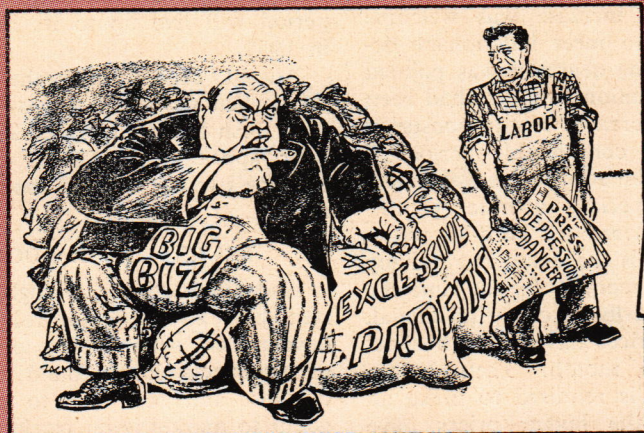
CARTOON

REVIEW



HELP IS NEEDED

York, Pa., Gazette and Daily



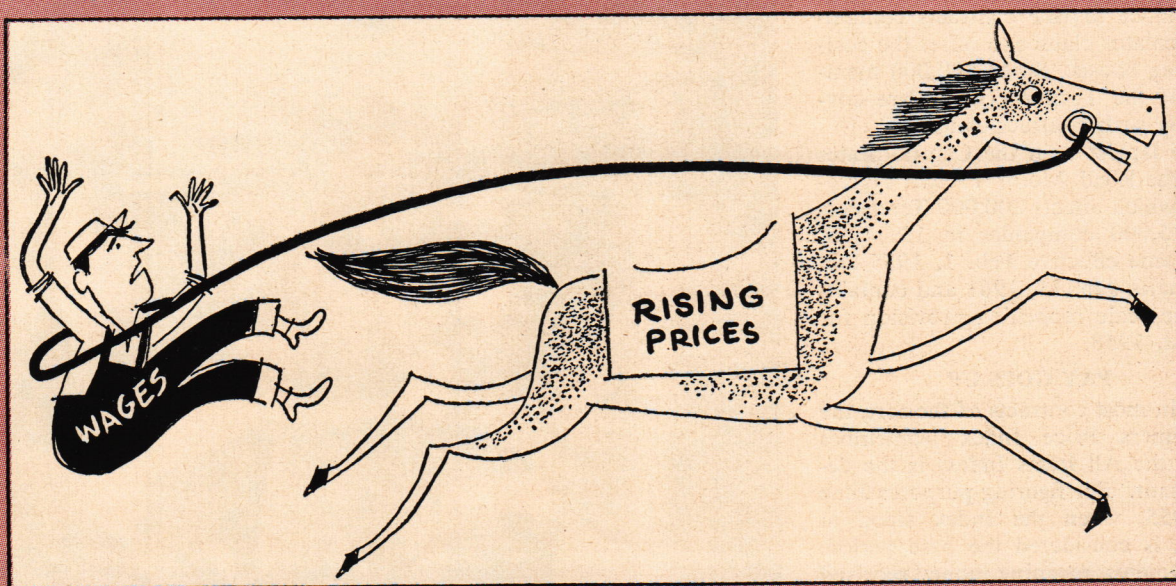
IT'S AS SIMPLE AS ABC. HIGH PRICES ARE ALL YOUR FAULT

by Zagat in Hat Worker



PROGRAMS . . . PROGRAMS . . .
ALL UNION CAST!

by Broudecker



GALLOPING AWAY

From the RWDSU Record

The Enemy—*Inflation*

INFLATION—that wage-sucking device which keeps making the dollar less valuable—crept up another notch recently, thereby adding to the economic woes of the workingman.

Government officials verified the bad news in a report for the month which ended in June. Most workers had found it out earlier merely by visiting stores that sell groceries and other consumer goods.

The official version from the Bureau of Labor Statistics disclosed that the Consumer Price Index had hit an all-time high of 120.2 per cent, with average prices in the years 1947-49 the base of 100.

The monthly increase was one of the largest since the "new inflation" began sixteen months ago. Since March of last year prices have gone up in every month but one for a total of 4.8 per cent over the period. Converted into money, this means the dollar has lost nearly 5 cents of its purchasing power compared with early 1956.

While three-fourths of the June increase was attributable to soaring food prices, a jump that was seasonal, price analysts were somewhat discouraged by a slight rise in the price of goods other than food. These goods rose two-tenths of one per cent, the same degree of increase which occurred in services and rents.

Small as the increase was it lent importance to IBT contracts containing escalator clauses to offset the cost-of-living boosts. Some 500,000 members of the Teamster union are covered by such contract clauses.

The largest is in the Central States Over-the-Road Motor Freight Agreement which affects 200,000 Teamsters and 15,000 companies in 13 states. It became effective Feb. 1, 1955 and terminates Jan. 31, 1961 and contains a wage scale reopening provision for August, 1958.

PAY GOES UP

As in most contracts of the sort, the Consumers Price Index (sometimes called the All Items Index) is the determinant. For figuring purposes June of 1955, when the Index stood at 114.3, is considered the base period. Adjustments, meaning money received by union members to offset increasing

prices, are made twice a year—in June and December.

Under the contract, the companies pay union members for each change in the Index over the base period figure of 114.3. Should the Index fall below the 114.3 mark there is NO deduction, although anything paid to compensate for rises above 114.3 are withdrawn.

Since the contract was signed, two upward adjustments have been made. One was in August, 1956, when the Teamsters covered by the contract got 3 cents an hour to add to their earnings because prices had increased. The second adjustment came in February, 1957 when an identical amount was added to Teamster pay envelopes.

While the increase was welcome and helped to meet inflationary demands to some degree it was pointed out that the union members had been paying the increased cost of consumer goods for a considerable period of time before the adjustment was made.

Two lag periods operate on this clause to squeeze the hard-hit wage-earner. One is the delay in receiving Government reports. By the time the BLS makes a living cost rise official, the higher prices have been in effect for nearly a month. Then, before management is required to make an adjustment, the higher prices have

been operative for anywhere from one to six months.

Unless there is a radical reversal in the price trends, Teamsters with escalator clauses will be due for another boost next month. By that time, they will have been paying increased prices on essential items for at least five months.

Skyrocketing food prices, according to Uncle Sam, were responsible for the latest increase in the Index. They more than offset any and all declines in prices of other consumer items. What's more, the experts predict there will be nothing in the way of an overall decline before August, and some of them even question whether that traditionally low-price period will live up to its reputation in 1957.

August, of course, is the time of year when new food crops—particularly fresh fruit and vegetables—make their appearance in such quantities that the overall price of food takes a drop.

TRUCKS HAUL FOOD

And, interestingly enough, Teamsters play an important role in that development since a large percentage of producers have found that the quickest and best way to get their goods to market is on trucks.



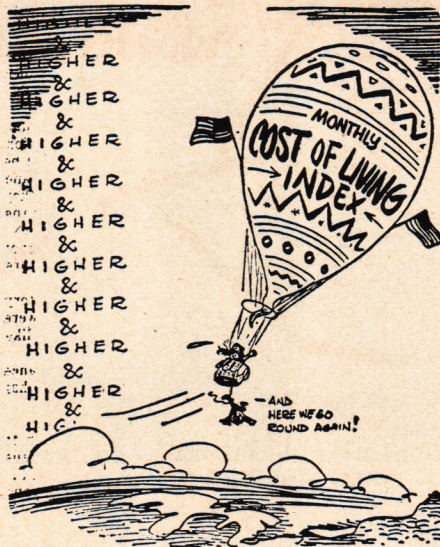
Customers Feel Price Pinch.

Apparently Florida is setting the pace with its plentiful produce crops, source of about 15 per cent of the nation's fresh vegetables. In the last full shipping season, the Journal's investigation showed, 62 per cent of the 15,000 rail car load equivalents of fresh vegetables and miscellaneous fruits (excluding citrus) were trucked out of the state. Trains hauled only 38 per cent of the crop.

DECLINE AND INCREASE

A. M. McDowell, Federal-State Market News officer, was quoted as stating that almost every report on

AROUND THE COUNTRY IN 30 DAYS



The Providence Journal.

fruit and vegetable unloadings shows a decline in rail and an increase in truck shipments.

In Texas, it was estimated that 10

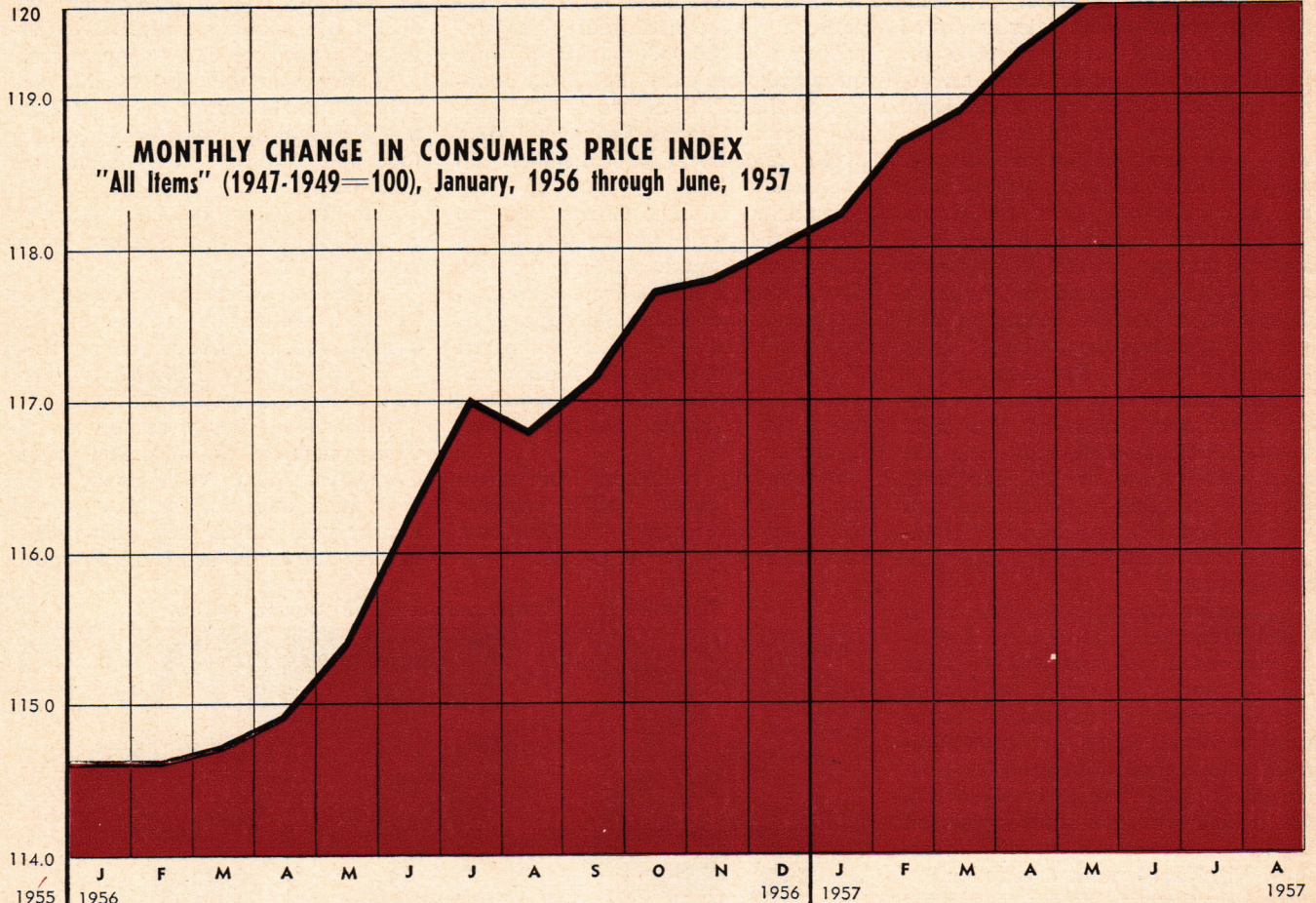
years ago the trucks were hauling only about 10 per cent of the produce crop. Today, the percentage is easily 50 or more. In the 1944-45 period, trucks hauled about 14 per cent of the Texas citrus crop whereas today the figure is almost 95 per cent.

More and more of this business is being taken away from the railroads and given to the operators of long-distance refrigerated diesel trucks. The argument is that trucking, in many instances, is faster and more flexible than rail transportation. Consequently, the growth of this specialized trucking service is described as "phenomenal" by Guy S. Bears, manager of the Safeway stores produce purchasing division.

According to a recent account published in the *Wall Street Journal*, Safeway moves more than half of its produce by truck to its 1,800 stores.

The *Journal* estimates there are 40,000 to 50,000 refrigerated trucks now in operation. The number is growing every day as the railroads are rapidly being shouldered out of the picture.

Consumers Price Index
"ALL ITEMS"
(1947 - 1949 = 100)





NEED MORE BE SAID. . . .

Fed Hungry, Comforted Injured

Teamsters Aid Hurricane Victims

The compassion of Teamsters and their willingness to succor their fellow man was abundantly demonstrated when Hurricane Audrey swept across Louisiana leaving inestimable destruction and deaths totaling 500 or more.

From far and near came the Teamsters with their trucks and disaster units to aid in whatever way possible the poor unfortunates of the storm. In this surge to help the homeless and the hungry, whose worldly possessions were scattered by Audrey's devastating winds, the Teamsters were joined by American unionists from about 30 locals in other trades.

While hundreds of volunteer workers toiled unceasingly day and night to soothe the wounds and repair the scars left by the mighty hurricane, the task of getting the injured and dying to hospitals and food and clothing to those in need rested mainly with the Teamsters.

Somewhat typical of the manner in which members of more than one local responded instinctively when word of the hurricane's vast destruction spread, was the performance of Teamsters in Local 626 in far-away California. Recognizing the need for food, especially fresh meat, in Cameron, La., which was practically wiped off the map, the local's secretary-treasurer, Al Menard, went into action.

Largely through his efforts and the

kind generosity of meat packers of the Vernon Avenue area in Los Angeles, a refrigerated truck was jam-packed with 10,000 pounds of fresh meat and sent scurrying across country. In the cab of the truck were business agents Charles Ricco and Mike Singer and Local 626 member Bill Saunders.

On hand in Lake Charles, La., to receive the meat and see that it was distributed properly through the Red Cross were Louis Oliver, secretary-treasurer, and Robert Broussard of Teamsters Local 99; E. J. Hennagen of the Lake Charles Carpenters union, and Malcolm Prater, president of the Lake Charles Central Labor Council.

Manned by volunteers from union ranks were three mobile canteens which were presented to the Red Cross last January by the AFL-CIO.

In charge of co-ordinating the work of unionists was Ken Kramer, the AFL-CIO liaison representative assigned to the Red Cross Eastern area.

"Labor was the first to offer its help in the disaster," observed Kramer who said its role in bringing help, food and clothing to the victims was outstanding.

One Red Cross official gave what is perhaps the best summation when he said:

"American labor again has opened its heart, rolled up its sleeves and dipped into its pockets in response to the plight of the disaster victims, both living and dead."

The saddest task of all fell to volunteer members of Local 953 of the Carpenters union. With money taken from their own pockets they bought lumber with which they built coffins to bury 150 of the hurricane's victims.

Labor-donated disaster unit rendered yeoman service.



Feudin' or Feastin'

Discord which has been smoldering within the Select Senate Committee on labor and management practices bounced into public view when *Newsweek* magazine published a story which said certain Republican committee members weren't too happy about the way the Kennedy brothers were conducting matters.

The *Newsweek* story said the eight-man committee with Arkansas Democrat John L. McClellan as chairman and 31-year-old Robert F. Kennedy as chief counsel got off to a rather explosive start but recently "the investigation seemed to slow down."

The magazine added:

"The four Republicans believe the slowdown is deliberate, and—far more important—that the committee is being involved, indirectly if not directly, in maneuvering for the next Democratic Presidential nomination.

"Several committee Republicans suspect—but won't charge publicly as yet—that Robert Kennedy's conduct of the labor-rackets probe helps promote, in effect, the ambitions of United Auto Workers President Walter P. Reuther—a fact which would not lead Reuther to oppose Bobby's brother, Sen. John F. Kennedy, for the nomination in '60.

"Robert Kennedy has ignored continual demands for an investigation of Reuther, GOP members say privately. And they further emphasize the coincidence that the labor leaders subjected to the committee's sharpest attacks are the ones who have stood in the way of Reuther's domination of American labor.

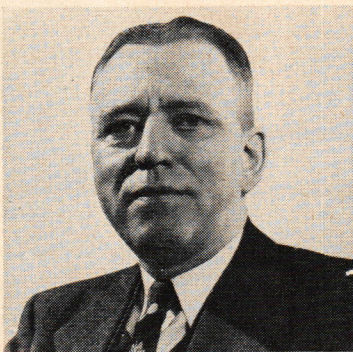
"The Republican committee members have other grievances. Among them:

"They are given no idea of what investigations are under way until they read about them

in newspapers or enter the committee's hearing room.

"Such labor activities as violence on picket lines, secondary boycotts, and illegal political activities have not been investigated.

"Criticism is being directed not against the chairman, Senator McClellan, but against counsel Kennedy. As one of the hardest working men in the Senate, McClellan must leave much to Kennedy. What riles the Republicans is that Kennedy alone runs the committee's 65-man investigating team and, they charge, he shares much of his information only with McClellan.



SEN. IRVING IVES
"...boiled with anger."

"Sen. Irving M. Ives of New York boiled with anger recently when he picked up a New York City newspaper and discovered, by spotting a front-page photograph of counsel Kennedy conferring with New York City District Attorney Frank Hogan, that an investigation of union racketeering in New York City had begun. Later, Ives complained: 'I've never served on a committee before where I didn't know what was going on until it happened.'

"Sen. Karl E. Mundt of South Dakota objected because the committee members have no access to the facts before a hear-

ing begins. 'Some of us,' Mundt said, 'feel we're flying blind.'

Kennedy Annoyed. The *Newsweek* piece so provoked Sen. Kennedy that he invited Republicans, at a public hearing, to say if he and Robert were playing politics.

Sen. Ives (R-N. Y.) observed that he had never "demanded" an investigation of Reuther but added:

"I will say that such an investigation should be made before the Committee completes its activities."

The thought that counsel Kennedy was engaged in a "deliberate slowdown" never entered his mind, said Ives.

Kohler Probe. Sen. Barry Goldwater (R-Ariz.) stated that he never thought the Kennedys were protecting Reuther, but added that his mail showed the public thinks so. The Senator said he had insisted that the committee investigate the Kohler strike, into which the UAW had poured more than \$12,000,000, and the Perfect Circle Strike which has been marked by bloodshed and violence as well as the political activities of the UAW and the CIO. Counsel Kennedy, he stated, has assured him this would be done.

This assurance, Goldwater related, had made him "as happy as a squirrel in a little cage."

Sen. Mundt (S. Dak.), third Republican on the committee, asserted that since getting assurance, only three days before, that the committee would hold weekly briefing sessions for the Senators he was satisfied.

The Senator failed to mention that committee meeting at which this assurance was given was held only after the *Newsweek* story, revealing the inner discord already was on the press and knowledge of it was quite general on Capitol Hill.

With the remark that he thought it best to close "this love feast," Chairman McClellan said Reuther is not immune from investigation and "may very well be included."

WHAT'S NEW?

New Wire Coders To Identify Circuits

Also from Cleveland comes a line of tubular plastic markers used to code and identify wiring circuits. Each marker may be slipped back along the wire to permit shortening of the wire and the wires identified with these markers can be pulled through conduit. Although white plastic markers with code markings in black are the most popular, almost any color combination can be furnished by the distributor.

Cite Advantages of Corrosion Remover

A corrosion remover, said to be effective in the removal of scale, scale-like deposits, rust, iron sulphides and other oxides, is now being marketed. Added to water in concentrations upwards of eight ounces to a gallon, this new dry acid compound is said to go into solution fast and to be useful in applications by circulation or immersion. Solutions of the compound may be used cold or, for faster action, heated to 165 degrees F.

These are listed as the major advantages of the new material: its ease in shipment and in storage, as it requires no returnable carboys but is shipped in fiber drums; its mild, aromatic odor and non-fuming characteristics; its greater safety on aluminum, brass and galvanized surfaces, when used as recommended.

Easier Docking with New Safety Device

A new safety device that automatically applies the brake of the unit when the arm on the trailer comes in contact with the loading dock promises added safety and lower repair costs. In operation, the switch is actuated when the arms push in, allowing current to flow to the solenoid. This, in turn, actuates the three-way valve which allows air to flow from the air reservoir of the trailer to the relay valve. This relay valve applies the brakes by allowing air to go from the reservoir to the brake boosters and a red light in the cab indicates that the brakes are applied.

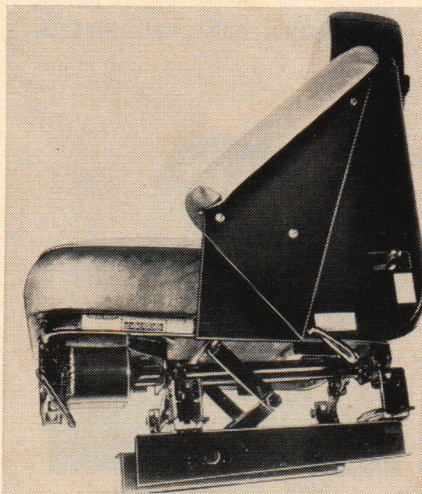
Simple Operation Of De-Humidifier

A de-humidifying compound is being marketed from Cleveland to remove dampness and prevent rust, corrosion and mildew. Consisting of a bag of active chemicals suspended on a wire frame above a drainage drip pail, the material is said to absorb up to 10 times its own weight in moisture from the air. It is contended by the manufacturer that it will remain active until the chemicals disappear and that it requires no baking or drying out.

Bucket Seat Absorbs Vibration

A new bucket suspension seat for long-distance driving, heavy-duty construction and earth-moving equipment is now being introduced by a Milwaukee manufacturer of scientific truck and tractor seating.

The seat is designed with a rubber torsional spring suspension system that



soaks up the damaging shocks and vibration inherent in the operation of heavy-duty equipment. This not only provides operators with more efficient working conditions and cuts down on time lost to driver fatigue. The bucket suspension seat also alleviates the occupational health hazards of back and kidney ailments.

The seat can also be adjusted to the height and weight of the individual operator by turning the knobs of calibrated gauges. Weight loads can be varied from 100 pounds to 275 pounds. Vertical, fore and aft, seat and back angle, and seat depth changes can be made to accommodate the various sizes of drivers, and to permit them to change positions to lessen fatigue.

The bucket suspension seat can be installed in any type of heavy-duty earth-moving and construction equipment as well as trucks and trailers.

Tandem Drive with Roll-On Pulleys

Two tandem roll-on pulleys and one V-belt mounted between the dual wheels on each side of the truck are the components of a new tandem drive being marketed from Denver, Colo. By means of these power is transmitted from the live axle to the dead axle. The V-belt features a ribbed top to protect the belt from sand-blast effects commonly found between the wheels. The roll-on pulley is made of ductile iron and has a cut cross section which permits the groove to be deflected outward so that a belt can be rolled onto the pulley.

Platform for Mechanic's Safety, Convenience

The mechanic is elevated to a safe work position for all under-hood service work by means of a new work platform that slips over the tire. A plywood step which is non-skid coated and heat-treated steel hook straps are features of this novel convenience and safety aid. Quickly assembled with use of six bolts and nuts, the wheel platform fits all passenger cars and trucks up to 800 tire size or two-ton chassis, as well as trucks with tire sizes of 825 to 1122 or 2½ tons or over. The straps and platform are drilled to bolt size.

Unusual Attachment For Utility Lamp

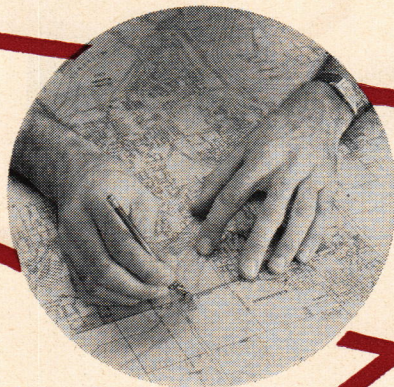
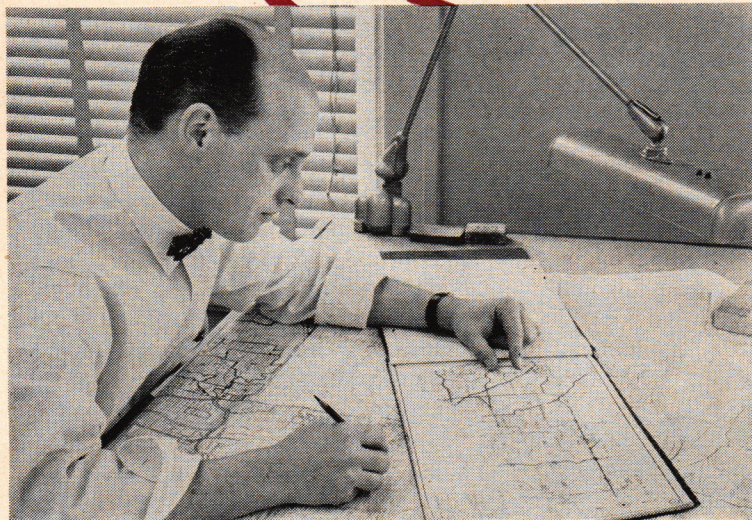
A novel mounting device is featured in a new type utility lamp also produced in Minnesota. Designed to be coupled to a special radiator cap which is then mounted in place of the regular cap, the lamp has a 24-inch arm that can be flexed to any position. The shade within a shade construction of the lamp affords a cool outer shade, says the manufacturer, eliminating the possibility of burns. Extra brackets are also available for mounting in other positions and the unit can also be mounted on a creeper for under-the-car lighting.

New Rubber Bumpers Protect from Damage

An Ohio firm is now marketing rubber-coated fabric truck bumpers designed for mounting anywhere on a truck body. Intended to prevent damage to trucks, buildings or loads, the bumpers are constructed to permit reversing the fabric so that the life of the bumper can be doubled. Specifically designed for truck bed platforms and ICC frames, the units are available in three styles.

ROAD MAPS ARE BIG BUSINESS!

*Fifty Million Sedan Explorers
Will Look to the Free Road Map
This Summer to Guide Them
On Their Vacation Adventures*



PROBABLY the last guy in the world who needs a road map is the member who guides his rig 50 weeks out of the year from Oshkosh to Oakland and back without ever batting an eye at those highway directional markers. But take him off this road during the two weeks vacation and then see how fast his homing instincts fly out the window.

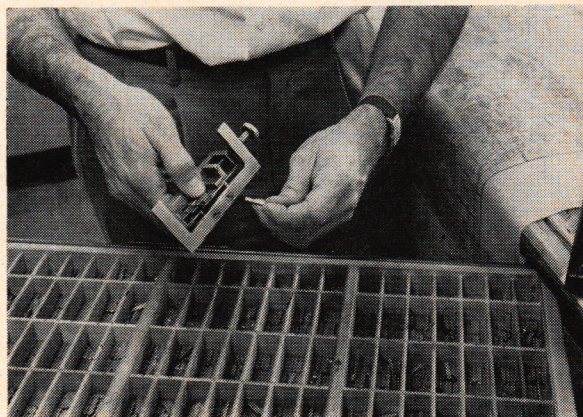
Chances are the head of the house and chief pilot of the family chariot is akin to that once-familiar figure of the lost motorist made famous by Ring Lardner—and hence will include a road map among his vacation and touring accouterments.

Maps, since the days of ancient Greece, have marked the route for fighter and trader for at least 2,500 years. The free road map, however, is still largely peculiar to the United States and Canada.

The art of mapmaking (called cartography) has come a long way in the United States since that day in 1895 when a map printed in the

Mapmakers plan a new road map much as an architect plans a house.

Draftsman above is shown inking in streets with a double-line road pen. Draftsman (right) readies stamping machine as he selects type out of the type case.



Chicago Times-Herald traced the course of a 92-mile auto race between Jackson Park, Chicago, to Waukegan, and back to Lincoln Park. This map is believed to be the first road map prepared for the specific use of American motorists.

Early road maps were cumbersome affairs at best. Most were filled with inaccuracies that only led to the general confusion and frustra-

tion of the motorists. Early route books, such as issued by the Automobile Club of America in 1900, often depended upon narrative description: "Go straight out to where the way ahead is blocked by irregularity of cross street, there bend left and follow Shore road. . . ."

One man, a Finnish-born American draftsman named Otto G. Lindberg, was particularly disturbed by

Town size determines type size—larger the town the larger the type. Here draftsman stamps name on map.



these grossly inaccurate early road maps.

Two years after his arrival (1907) in America from Finland, Lindberg had opened a general drafting business in lower Manhattan. In 1912 he turned to mapmaking and made several improved maps. A stickler for accuracy, Lindberg approached the Standard Oil Company and offered to make a map of their home state of New Jersey. Lindberg suggested that the oil company could distribute the map free to customers buying Esso products in filling stations throughout the country.

"If it isn't the best you ever saw," Lindberg said confidently, "you don't owe me a cent."

SPECTACULAR RESULTS

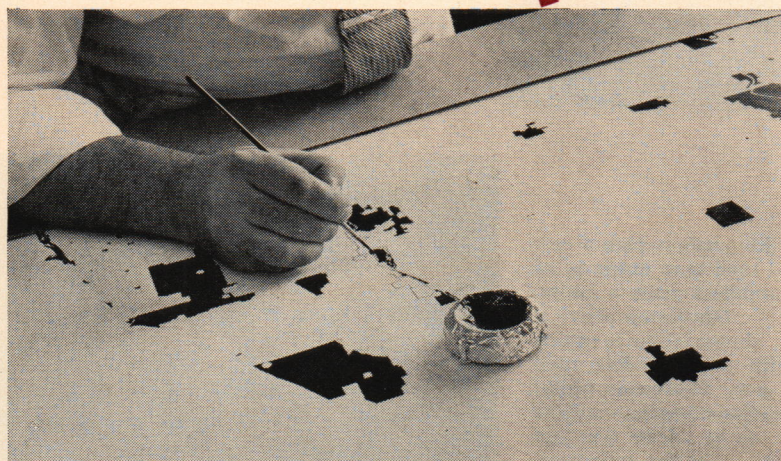
The results were so spectacular that Esso put him on the payroll. From that moment the General Drafting Company was born. Today as President of the multi-million-dollar mapmaking company, Lindberg has lost none of his propensity for accuracy in his maps.

Although Lindberg was in a sense a trailblazer in the fine art of cartography in that he developed many techniques, including, the use of colors and tints to delineate land and water areas on maps, he was not alone in this relatively new field of making road maps and—selling them to oil companies as a method of free advertising.

In 1918, four years before Lindberg "sold" Esso, the Rand-McNally Company had persuaded the Gulf Oil Company to prepare roadmaps for free distribution at their service stations.

The twenties were a big year for mapmakers. In 1926, still another mapmaker entered into what was now turning into a profitable business, since it was being aided and abetted by the country's opulent oil companies. This was the H. M. Gousha Company, of San Jose, Calif. The company was established by a group of former employees for Rand who decided "to go it on their own" in the fast developing mapmaking business. Gousha Company is the only one of the three companies which engages exclusively in road map production.

Mapmakers carefully check all information at every stage. Here draftsman is shown making map changes.



Draftsman is shown making color separation for Lothrites, a trade name for plastic material from which four color plates are made.

Compilation department is continually checking to see that nearly completed map is accurate and up to date. Street and town names are filed and then used to develop index on back of map.

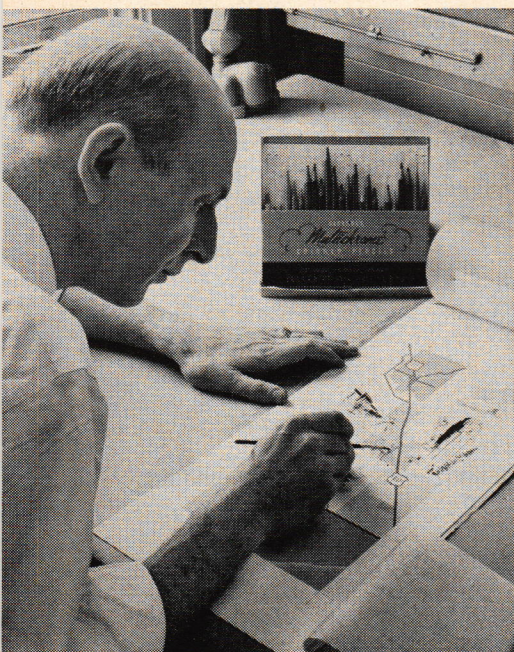


The above trio of map making companies, sometimes referred to as the "big three," put out the bulk of the road maps produced in this country. Many other smaller companies are engaged in map making, but perhaps the largest and most productive of the "independents" is the American Automobile Association.

On the eighth floor of its plush Washington headquarters building, the AAA's brightly lighted cartography department employs a team of 25 crack artists and draftsmen who turn out over 80,000,000 trip maps (vertical sheets about three by six inches showing point-to-point routes) and 7,886,000 normal sized state, regional and vicinity road maps. The department works on a tight, production line schedule since it revises and updates every state and regional map it produces once every year.

METHODS CONSISTENT

Although map making techniques of the Big Three companies mentioned above and the American Automobile Association may vary slightly, the methods for all companies or individuals engaged in the art of mapmaking is fairly consistent.



Most map departments have their own staff artists who cooperate with the draftsmen in designing and drawing appropriate and attractive for cover and inside information.



A map editor inks in his final corrections on the margin of the four-color press proof using a magnifying glass.



The finished product. Mapmakers revise their maps once every year adding any new information.

Research or compilation is of primary importance in preparing a new map. This first step includes gathering together all the information about the area to be mapped which would be necessary to produce a detailed, modern and accurate map. This information would include government maps, new highway plans, census reports, aerial photographs, detailed forest maps, Coast and Geodetic sheets, Geological Survey charts, and U. S. Engineers' maps.

These various source maps are then scaled and pasted together to comprise the total area being mapped. This is called the base map. Over this base map is spread a sheet of fine quality starched Irish linen. The draftsman then makes a tracing from the base map onto the linen which is superimposed over the base map. On this first drawing, compilers indicate for the draftsman everything that will appear on the final map drawing.

The draftsmen next ink in the

circles which show cities and towns. The average road map contains about 3,000 circles. Then they draw roads and finally add rivers, lakes and coastlines. Even when the final drawing is in preparation, the map-maker is constantly making changes as new information comes in. The compilation department rechecks the completed map making sure that all latest roads are shown, all city and place names are listed and in their proper position and that spelling is correct.

When the drafting and ink work is completed, the map is photographed to actual size. Experts then prepare, from photographic prints, the color separations employing the four basic colors used in most road maps.

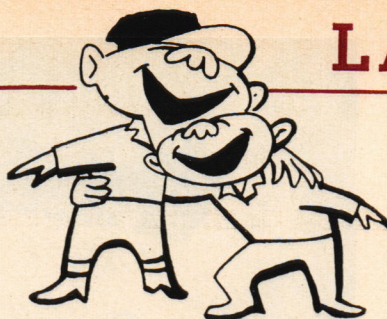
The final process of manufacturing is the lithographic press work—color printing on heavy, long-life map bond paper—and finally the neat and accordion fold which distinguishes the modern road map.

HISTORIC POINTS

In addition to serving the motorists as a guide in his travels, the contemporary road map points out the locations of recreation areas and places of historic interest. It also tells you the locations of airports, bridges, ferries, county seats, and many other features. (Inset maps show larger cities, historic areas and national parks in detail.) Expert writers and map editors are constantly on the alert to bring users of these maps the latest information concerning interesting places to go and important things to see.

Although the road map has secured its rightful place in the glove compartment alongside the dark driving glasses, the flashlight and spare light fuse, there still seem to be some amongst us who continue to get lost in our proverbial "own back yard." For us, there may be some solace in the story told by author Carl Carmer. As Carmer tells it, he pulled up at a country general store and asked a native: "Friend, if you were me, how would you go about getting to Paw Paw?"

To the solicitous stranger the native replied, after some thought: "Friend, if I was you, I wouldn't move a gol darned inch!"



Same Story All Over

A drunk asleep in a bar began to show signs of life, so one of the customers smeared a little limburger cheese on his upper lip.

The drunk arose slowly and walked out of the door. In a few minutes he came back in. Then he went out again only to return in a few more minutes.

Shaking his head with disgust, he said: "It's no use—the whole world stinks!"

★

Very Like Indeed

"Your son ordered these photographs from me."

"Ah, yes. Well, well, they certainly look very much like him. Has he paid for them?"

"No, sir, he hasn't."

"Ah, yes. Very like him, very like."

★

True to Life

Posing the farmer with his college-age son for a picture, the photographer suggested that the boy stand with his hand on his father's shoulder.

"If you want it to look natural," said the long-suffering parent, "he could put his hand in my pocket."

★

Discipline Deluxe

Little Claude's mother had reluctantly allowed her precious child to attend public school. She gave the teacher a long list of instructions.

"My Claude is so sensitive," she explained, "don't ever punish him. Just slap the boy next to him. That will frighten Claude."

★

Snap Judgment

"Young man," said the old man severely, "when I was your age I, too, thought I knew it all. Now I have reached the conclusion that I know very little."

"Great Scott!" exclaimed the youth in astonishment. "Has it taken you this long to find that out? Why, I knew it the minute I saw you."

LAUGH LOAD

They Would Too

"Your methods of cultivation are hopelessly out of date," said the youthful agricultural college graduate to the old farmer. "Why, I'd be astonished if you got even ten pounds of apples from that tree."

"So would I," replied the farmer, "It's a pear tree."

★

His Exercise

"My husband plays tennis, swims, and goes in for physical exercises. Does your husband take any regular exercise?"

"Well, last week he went out seven nights running."

★

Definition

Vice President Alben Barkley's definition of an economist: "He is a financier without any money who wears a Phi Beta Kappa key on one end of a watch chain and no watch on the other."

★

Just Too Much

Patient Professor — No, gentlemen. I don't mind you taking out your watches and looking at them, but please be courteous enough not to hold them up to your ear as if you had thought they had stopped running.

★

Horse Sense

It has been suggested that the reason there were fewer wrecks in the horse and buggy days was because the driver didn't depend wholly on his own intelligence.

★

Can Take a Joke

Fiancee—Mother told me to object to the use of the word "obey" in the marriage ceremony.

Fiance—And what did you tell her?

Fiancee—I said I wouldn't.

Fiance—You darling!

Fiancee—Yes, I said you could take a joke as well as any man.

★

Wanted

"I hear that the Ninth National Bank is looking for a cashier."

"But I thought they just got a new one a month ago."

"They did. That's the one they're looking for."

FIFTY YEARS AGO

in Our Magazine



(From *Teamsters' Magazine*, August, 1907)

How To Win An Argument

Civil rights issue is currently being argued within the hallowed walls of the United States. No doubt before the issue is settled there will be much bitterness and abuse and rankling of one side by the other before this important question is resolved.

A contributor to our magazine, at the turn of the century, had some sage advice to offer on the technique of effectively debating a question that both Senators and unionists might heed. "The 'hotter' a person gets in debate," the writer said, "the 'cooler' he must be before he replies, if he hopes, by his argument, to win.

"One of our most successful debaters on the public platform was asked why he so universally won when at times he had the weakest end of the argument. His reply was characteristic of the man. He said: 'Abuse your opponent, deride his ability to handle the question in hand, and after you get him mad he will be as plastic clay—ready to be molded to your desire.'"

The writer offers some advice to unionists and points out where many go wrong in the presentation of their side of an argument.

"I have met many—who are honest in their unionism and who debate a question because they know of what they speak and want to bring the true facts

to the mind of their local. An opponent, honest perhaps in advocating his point of view, is nevertheless on the wrong side of the question, but has the faculty of getting 'the other fellow' mad. When this is done the wrong side wins, as 'the other fellow,' when he is mad, cannot reply as lucidly or intelligently as he would do under normal conditions. The result is the wrong side of the argument wins and 'the other fellow' knowing it, says that there is no use attending meetings or trying to help the union, as the 'fools' vote against their own interest anyhow. It is true, the vote was wrong and it will cause harm in the end, all because a man 'got hot' and could not under such a condition answer in a normal or convincing manner.

"How many of our members are there," the dialectic asks, "who take no interest in their organization for this one and only reason? Only too many."

Where should one go to improve his skill in debating? Why, the meetings of your local union, says the author.

"There is no better school in the world for a man who wants an education than the meetings of a labor union," the writer says. And the reasons (pretty good ones, too): "The questions handled are so many, and so diverse, that he cannot help but acquire a knowledge of man and affairs which are bound to be of value to him in all his future life."

Perennial Problems

When you stop to think about it, we have practically the same problems confronting us today as our brother unionists did 50 years ago. Probably the No. 1 concern of the wage earner today is the rising cost of living. It was the same five decades ago. And who was getting the blame for this inflation. Labor, naturally. Compare the situation today, if you will, with a commentary on the state of the union in the days when men wore handlebar moustaches, Omar Khayyam was the vogue and the first colored talkies were "packing them in" in Cleveland.

"Wages are increasing in many lines of industry. Labor is demanding higher pay and shorter hours. The country is called prosperous. Every one ought to be happy, theoretically. But there is a

growing feeling that the men who work for wages are not getting a fair share of the prosperity which it is claimed the country is wallowing in. Prices of food, prices of clothing, rent, all the charges which go to make up the cost of life, are increasing. The man who gets a fixed amount for his labor is often worse off when times are booming; for, while every one who sells him the necessities of life demands more for his wares,



he must cover this augmented cost with the same number of dollars.

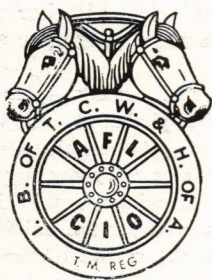
"This is a condition of things, however, that cannot endure. The men who work are the men who make the prosperity; and it is but just that they should get a 'look in' at the prosperity they create.

"We cannot forever have the price of beefsteaks and clothes and houses going up, while the price of labor remains nearly stationary or progresses at a far slower rate."

One advantage organized labor may have over the plight of our brothers who were trying to sustain themselves and their families 50 years ago, is the splendid public relations job that has been done in arousing the public to the reason behind the reason of the current inflation. Earlier this month a Senate Subcommittee opened hearings on the monopolistic practices of segments of U. S. industry and its effect on rising prices and the jet-propelled costs of living.



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